Fédération Aéronautique Internationale

Annex A to Section 3 – Gliding

RULES FOR WORLD AND CONTINENTAL GLIDING CHAMPIONSHIPS

CLASS D (gliders)
Including Class DM (motorgliders)

2025a Edition

valid from 15 April 2026

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All international sporting events organised wholly or partly under the rules of the Fédération Aéronautique Internationale (FAI) Sporting Code[1] are termed FAI International Sporting Events[2]. Under the FAI Statutes[3], FAI owns and controls all rights relating to FAI International Sporting Events. FAI Members[4] shall, within their national territories[5], enforce FAI ownership of FAI International Sporting Events and require them to be registered in the FAI Sporting Calendar[6].

An event organiser who wishes to exploit rights to any commercial activity at such events shall seek prior agreement with FAI. The rights owned by FAI which may, by agreement, be transferred to event organisers include, but are not limited to advertising at or for FAI events, use of the event name or logo for merchandising purposes and use of any sound, image, program and/or data, whether recorded electronically or otherwise or transmitted in real time. This includes specifically all rights to the use of any material, electronic or other, including software, that forms part of any method or system for judging, scoring, performance evaluation or information utilised in any FAI International Sporting Event[7].

Each FAI Air Sport Commission[8] may negotiate agreements, with FAI Members or other entities authorised by the appropriate FAI Member, for the transfer of all or parts of the rights to any FAI International Sporting Event (except World Air Games events[9]) in the discipline[10], for which it is responsible[11] or waive the rights. Any such agreement or waiver, after approval by the appropriate Air Sport Commission President, shall be signed by FAI Officers[12].

Any person or legal entity that accepts responsibility for organising an FAI Sporting Event, whether or not by written agreement, in doing so also accepts the proprietary rights of FAI as stated above. Where no transfer of rights has been agreed in writing, FAI shall retain all rights to the event. Regardless of any agreement or transfer of rights, FAI shall have, free of charge for its own archival and/or promotional use, full access to any sound and/or visual images of any FAI Sporting Event. The FAI also reserves the right to arrange at its own expense for any and all parts of any event to be recorded.

1	FAI Statutes,	Chapter 1,	para 1.6
2	FAI Sporting Code, Gen. Section,	Chapter 4,	para 4.1.2
3	FAI Statutes,	Chapter 1,	para 1.8.1
4	FAI Statutes,	Chapter 2,	para 2.1.1; 2.4.2; 2.5.2; and 2.7.2
5	FAI By-Laws,	Chapter 1,	para 1.2.1
6	FAI Statutes,	Chapter 2,	para 2.4.2.2.5
7	FAI By-Laws,	Chapter 1,	paras 1.2.2 to 1.2.5
8	FAI Statutes,	Chapter 5,	paras 5.1.1, 5.2, 5.2.3 and 5.2.3.3
9	FAI Sporting Code, Gen. Section,	Chapter 4,	para 4.1.5
10	FAI Sporting Code, Gen. Section,	Chapter 2,	para 2.2
11	FAI Statutes,	Chapter 5,	para 5.2.3.3.7
12	FAI Statutes,	Chapter 6,	para 6.1.2.1.3

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PRELIMINARY REMARKS

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

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

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

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

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

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

Distance	Unless otherwise specified, the terms "Distance", "Length", "Radius," "Separation," etc. shall be determined along the geodesic.
Direction	All bearings, courses, tracks and headings shall be referenced to True North and shall be specified at the point of origin.
Lines	Unless otherwise specified, the terms "Line", "Line Segment," “Course Line,” "Leg," etc. shall be considered to be geodesics.
Interpolation	For the purpose of evaluating the crossing of lines and boundaries, straight linear interpolation between consecutive fixes shall be used.

g) Changes from the previous edition are highlighted in the margins.

PART 1 GENERAL

1.1 OBJECTIVES OF THE CHAMPIONSHIPS The objectives are to:

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

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

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

d. Encourage technical and operational development of the sport;

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

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

1.2 GENERAL REQUIREMENTS

1.2.1 The Championships shall be controlled in accordance with

- FAI Sporting Code General Section
- FAI Sporting Code Section 3 – Gliding
- Annex A to Section 3
- IGC Procedures for Handicapped Classes (if applicable)
- Alternative Scoring – Gliding (if applicable)

References to current versions of these documents will be published in the Local Procedures.

In special circumstances, the IGC Bureau may grant waivers from specific Championship rules. Such waivers will appear in the Local Procedures.

Any competitor or Team Captain violating or tolerating the violation of these rules shall be suspended or disqualified from the Championships.

1.2.2 The winner is the pilot having the highest total score, obtained by adding the pilot's points for each championship day. In case of a tie, see paragraph 10.2.2. The winner will be awarded the title of World Champion, or, as 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.

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

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 (but not including the official training period). At least one non-flying rest day shall be given during the period. An official training period of three days immediately preceding the opening of the Championships shall be made available to all competitors.

b. Major international soaring Events on the FAI Sporting Calendar should be separated by a minimum period of 11 days.

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.

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.

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

1.3 CHAMPIONSHIP CLASSES

1.3.1 The Championships shall consist of 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.

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

1.3.2 If any one class does not have at least ten participants from at least five (four for Continental Championships) NACs on the first Championship day, the contest shall take place but no Champion will be declared. If classes or particular gliders need to be handicapped in a Continental Championship, the list of handicaps must be published with the Local Procedures and approved by the Bureau.

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

In this document "MoP" (Means of Propulsion) refers to any powerplant capable of producing thrust.

1.3.4 Competitions with restricted entries

a. WOMEN'S CHAMPIONSHIPS
Championships in one or more of the approved classes that are open to female flight crew only.

b. JUNIOR CHAMPIONSHIPS
Championships in one or more of the approved classes that are open to pilots whose 25th birthday occurs in the calendar year (1 January to 31 December) that includes the date of the start of the championships, or occurs later.

1.4 RESPONSIBILITIES OF THE ORGANISERS

1.4.1 **General** The name of the Organising NAC and the name of the local Organisers will be published in the Local Procedures.

1.4.1.1 The Organisers will publish contact information, addresses for correspondence, banking information, and references to sources of official information in the Local Procedures.

1.4.1.2 The Organisers will publish the units of measure for distance, altitude, speed, vertical speed, wind speed, and mass in the Local Procedures.

1.4.1.3 The Organisers will publish in the Local Procedures the methods of digital communications that will be in use during the event.

There should be just one official instant messaging service. Organisers should specify a unique two-way channel for communications with Team Captains.

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

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

1.4.2 **Safety** The Organisers shall pay due regard to safety and fairness in all aspects of the championships. This shall include the distribution of an Emergency Plan to the Team Captains.

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

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

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

1.4.3 **Facilities** The Organisers shall provide:

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

   Including, but not limited to: offices, meeting places, audiovisual equipment, mailboxes, flag poles, parking, Official Notice Board, internet access, etc.

b. Offices or other suitable working environment for FAI Officials.

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

1.4.5 **Documentation** 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.

1.4.5.1 **Local Procedures**

The Organisers must submit the Local Procedures to the IGC Bureau for approval at least 120 days before the first scheduled day of the competition.

The deadline for publication of the Local Procedures is 90 days before the first scheduled day of the 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.

1.4.5.2 **Control Points**

The Control Points are the Start Points, Finish Points and Turn Points that may be used during the Championships. The official format of the Control Point file shall

be specified in the Local Procedures. The original publication of the Official Control Points file shall be no later than 30 days before the first scheduled day of competition.

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

1.4.5.3 Forbidden Airspace

The Forbidden Airspace file shall be published in the "OpenAir" 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 may or may not be included in the Forbidden Airspace file.

Changes to the Forbidden Airspace file after the Opening Ceremony should be allowed only in exceptional circumstances, and only with the consultation of the Chief Steward.

1.4.5.4 Communication with the Teams

The Organisers must establish suitable communications channels during the event, including, but not limited to:

a) Physical mail boxes or mail stations for use by teams and officials.

b) Official Notice Board

   i. The Official Notice Board may be one or a combination of:

      - A physical notice board in a public area
      - A webpage
      - An approved text message group

c) Messaging system compatible with mobile phones in use at the event

d) Forms for notifications requiring Team Captain signatures

e) Forms for inquiries, complaints, and protests

1.4.5.5 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) Time of Contest Sunset

The time of Contest sunset may be a single time valid for the period of the contest, or it may be declared by the Organisers each day.

j) Safety frequency
k) Emergency telephone numbers
l) Any other information relevant to the day's flying.

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

1.4.5.6 **Results**

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

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

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

1.5 RESPONSIBILITIES OF THE TEAMS

1.5.1 **Team Captains Meetings** The Organisers may use one or more Team Captains Meetings to convey information not covered in the Daily Briefings to the Teams. The meetings provide a platform for questions and advice from the Team Captains to the Organisers. The first official Team Captains meeting will be held before the Opening Ceremony and will appear on the Schedule of Events. Team Captains are expected to attend all meetings.

1.5.1.1 Participation in Team Captains Meetings is restricted to:
- Team Captains or substitutes named by the TC
- Members of the Organising Team
- Competition Officials

1.5.1.2 The Organisers are responsible for the meeting agenda and for providing a written summary of each meeting to the Team Captains.

PART 2 CHAMPIONSHIP OFFICIALS

2.1 ORGANISATION OFFICIALS

The Organisers must nominate a Championship Director and a Sporting Director (if not the same person). The Championship Director and the Sporting Director must be approved by IGC.

A single person may serve as both Championship Director and Sporting Director. The purpose of distinguishing the two areas of responsibility is to allow for the possibility of having a specialist, who may not be familiar with the local Organisation, serve as Sporting Director.

The Organisers must nominate a Task Setter, Meteorologist, Scorer, and Safety Officer. No competitor may hold these positions.

Other Officials may be named by the Organisers. The names of the Officials must be published in the Local Procedures.

2.1.1 **Championship Director**

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.

a. He will be in charge of preparation for the event, including physical facilities and infrastructure, publication of the Local Procedures and other necessary documents, entry processing, tow planes and ground support, relations with local service providers, relations with local and national authorities, and publicity.

b. During the competition, he is responsible for good management and the smooth and safe running of the Championships.

c. He shall supervise registration, glider acceptance, launch and recovery operations, outlandings and retrieves.

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

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

f. He may, in consultation with the Sporting Director, disqualify a competitor for misconduct or infringement of the rules.

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

2.1.2 **Sporting Director**

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 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.

a. He will supervise the Task Setter and the Scorer.

b. He will schedule and conduct Team Captains meetings, as needed.

c. He will conduct the daily Briefing and be responsible for the information provided to the Teams at the daily Briefing.

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

e. He will receive and respond to Complaints and Protests, and provide copies of Protests to the Championship Director.

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

2.1.3 **Task Setter** The Task Setter is responsible for the content and timely publication of the daily Task Sheet.

2.1.4 **Meteorologist** The Meteorologist is repsonsible for daily weather forecasts. He will advise the Sporting Director and Task Setter, and present the daily weather briefing to pilots and Team Captains.

2.1.5 **Scorer** The Scorer will manage the pilot and Flight Recorder database, collect flight log files, and produce timely individual and Team Cup scores. He will cooperate with the Sporting Director in managing the status of results and be available to review the determination of individual scores with the Team Captains.

2.1.6 **Safety Officer** The Safety Officer is in charge of all operational safety matters. He advises the Championship Director and Sporting Director and participates in all Organiser meetings. He is available to discuss safety matters with Team Captains at all times during the Championships.

2.2 FAI OFFICIALS

The FAI Officials are the Stewards and the members of the International Jury. Stewards and Jury Members may not be competitors, nor hold any operational position in the organisation.

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

2.2.1 Stewards

The IGC Bureau shall nominate a Chief Steward, at least one year prior to the event, plus at least one other Steward, of nationalities different 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.

a. The nominations shall be approved by IGC.

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

c. IGC is responsible for the travel and living expenses of the Chief Steward and any other Steward acting as Chief Steward. Expenses of the other Steward(s) acting in their normal capacities are the responsibility of the Organisers.

Other arrangements may be agreed upon with the individual officials.

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

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

2.2.2 **International Jury**

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

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

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

It is the responsibility of the Jury President to keep remote Jurors informed of all pertinent news and information that may become relevant to future Jury decisions.

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

c. The Jury has the right to terminate the Championships, in accordance with General Section para. 5.2.4.5, if the Organisers fail to abide by the FAI Sporting Code and the published Local Procedures.

d. **Meetings of the International Jury**

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

Jury member concerned.

(ii) Jury meetings are to be conducted in accordance with the FAI Jury Guidelines.

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

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

f. IGC is responsible for the travel and living expenses of the Jury President or any IGC Official acting as Jury President. Expenses of other on-site Jury Members are the responsibility of the Organisers.

Other arrangements may be agreed upon with the individual officials.

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

PART 3 NATIONAL TEAMS

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

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

3.2 QUALIFICATIONS A competitor must be a citizen or resident of the country of the entering NAC and satisfy the conditions of the FAI Sporting Code, General Section 3.4 and 3.5 on citizenship and representation, and must;

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

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

c. Hold a currently valid FAI Sporting Licence.

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

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

In single seat gliders and in the Open Class, there is one competitor per glider. In the 20 Metre Multi-seat Class, both pilots are considered to be competitors.

A Team Captain:

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

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

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

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

c. Is responsible for ensuring that all members of his team receive and

understand all information given at any Championships briefing. The team captain shall attend all official Team Captains meetings or, if unable to do so, should ensure that a qualified replacement attends in his place.

d. must deliver, during the training period, the same number of national flags for the closing ceremony as the maximum number of the team's pilots in any one class. Flags should be approximately 1200mm X 1500mm.

3.4 ENTRY

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

Entries must be approved by the NAC concerned, or by FAI.

If there are vacancies 4 months before the opening day the Organisers may accept valid entries at their discretion. Exceptions may be made for applications from the opposite hemisphere.

3.4.2 **Entry Fee** The entry fee, as specified in the Organiser Agreement, will be published in the Local Procedures. The fee shall cover all operational costs during the Championships, except that aero tows and self launch fees may be paid as used, at the discretion of the Organisers. Other fees, such as camping, equipment rental and required memberships will also be published in the Local Procedures.

a. Entry fees shall be returned:

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

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

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

3.4.3 **Pilots**

a. Each NAC may enter up to 2 entries per class, or 3 entries per class in Junior and Women Championships. In the 20 Metre Multi-seat Class, only one entry (one crew) is allowed per NAC. A pilot withdrawing after the final entry deadline may be replaced by another pilot from the same country provided he/she is eligible according to the allocation procedure.

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

b. The safe total number of entries per class depends on the local conditions and operating procedures. Therefore the entry numbers per class for each specific contest will be decided by the IGC on the basis of evidence provided by the Organisers.

c. The maximum number of entries per class shall normally be 50. This limit may be exceeded by the participation of reigning Champions.

d. Reigning Champions are invited to participate as additional entries from their NACs as follows:

(i) For World Gliding Championships: With the exception of the 20 Metre Multi-seat Class, the current Champions of the FAI Women WGC and the current Champions of the FAI Junior WGC may compete as additional members of their team in their relevant classes in any World Gliding Championship.

(ii) For Continental Gliding Championships: With the exception of the 20 Metre Multi-seat Class, the current Champions of each CGC and current JEGC Champions may compete as additional members of their team in their relevant classes in that Continental Gliding Championship.

Reigning champions are not counted in the class entry limit.

Reigning champions not described in this paragraph are <u>not</u> invited as additional entries. Organisers must allow for the possible inclusion of reigning champions in their determination of the total entry limit. See Appendix 1.

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

f. In the 20 Metre Multi-seat Class the sailplanes must be flown dual. The two pilots on board constitute a crew that can not be changed; <u>each pilot may occupy either seat on a given competition day.</u> Both pilots on board the two-seater shall be listed in the results.

g. If the total number of entries or the number of entries per class exceeds the maximum numbers set for the event the number of entries will be reduced in accordance with the IGC Country Ranking List. A detailed procedure is found in Appendix 1.

h. In Continental Championships, NACs from outside the Continent may enter one or more pilots with the permission of the Organisers, provided the entry limits are respected. These pilots shall be scored *Hors Concours*, which means:

- their participation will not be counted in the daily scoring parameters;
- their daily score will be calculated <u>after</u> the scoring of the regular entries;
- their daily rank will be listed as "HC," and not a number;
- they will not be listed in the overall results; and
- they will not be included in the daily or overall prizegiving.

Gliders entered *Hors Concours* must meet the same technical inspection requirements as regular entries.

In World Championships, *Hors Concours* entries are not allowed.

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

3.5 REGISTRATION

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

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

3.5.3 The Organisers shall require the following documents and translations, valid for the period of the event:

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

b. For the pilot:

(i) Proof of nationality or certificate of residence (FAI General Section 3.4);

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

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

(iv) A Therapeutic Use Exemption (TUE), if needed

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

c. For the sailplane:

(i) Valid Certificate of Airworthiness or equivalent (see 4.1.2); and

(ii) Third party insurance certificate for the sailplane.

3.5.4 The Organisers shall state in the Local Procedures:

a. If additional documents are required, and

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

3.6 INSURANCE

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

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

PART 4 TECHNICAL REQUIREMENTS

4.1 SAILPLANES AND EQUIPMENT

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

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

b. Each occupant of a competing sailplane shall use seat belt and shoulder harness. 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.

c. The Organisers may provide flight tracking devices and will state in their Local Procedures if they will require competing sailplanes to carry them. All tracking systems must be approved by the IGC Bureau. Information received from the tracking equipment must be subjected to a time delay before being released to the public.

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.

e. The Organisers may specify in the Local Procedures additional mandatory equipment or high-visibility markings.

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

4.1.2 Each competing sailplane

a. Must have a valid Certificate of Airworthiness or Permit to Fly not excluding competitions OR a valid registration in the UL, ULM, or Light Sport Category that includes the maximum gross weight OR a valid registration in the UL, ULM or Light Sport Category and an approved weight-and-balance certificate that indicates the manufacturer-approved maximum gross weight.

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

The acceptance check will include:

i. verification of the installation of an industry-standard proximity awareness transceiver, if its use in the task area is authorised by governing law;

ii. a demonstration by the pilot of a simulated emergency cockpit

evacuation;

iii. verification of the incorporation of at least two of the safety features listed in Appendix 2; and

iv. determination and recording of the reference weight and ground handling configuration, according to Appendix 3.

Organisers are encouraged to complete the acceptance checks before the beginning of the official training period, in order to allow a good simulation of racing days before the competition begins.

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 additional prohibited instruments in the Local Procedures.

Additional configuration checks and weighing procedures that pertain particularly to the Club Class and 20 Metre Multi-seat Class will be found in the document, IGC Procedures for Handicapped Classes, which shall be considered to be a part of this Annex.

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

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

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

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

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

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

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

4.2 MAXIMUM TAKEOFF MASS

4.2.1 In addition to the limits imposed by the glider's airworthiness document, the following Maximum Takeoff Mass (MTOM) and wing loading limits shall be enforced:

a. Open Class – 850 kg.

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

b. 18 M Class – 600 kg.

c. 15 M and Standard Classes – 525 kg.

d. Club Class – No disposable ballast permitted and MTOM limited to the lesser of:
- Maximum certificated Takeoff Mass, and
- Maximum certificated Takeoff Mass without water ballast

according to Type Certificate Data Sheet (TCDS).

The use of water ballast for trim purposes is allowed, with restrictions. See the IGC Procedures for Handicapped Classes document for details.

e. 20 Metre Multi-seat Class – 800 kg.

f. 13.5 metre Class – 350 kg.

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

Maximum certificated takeoff mass (according to TCDS) for any specific glider must not be exceeded under any circumstances.

4.3 CONTEST NUMBERS

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

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

b. On the glider trailer and crew car.

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

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

4.4 RADIO FREQUENCIES

4.4.1 Radio frequencies to be used in the championships may be stated in the Local Procedures or be made available to the Teams no later than the first Team Captains briefing. A common safety frequency shall be included.

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

PART 5 GENERAL FLYING PROCEDURES

5.1 BRIEFING A briefing shall be held each morning, during the training and championship flying periods, at which full meteorological and operational information appropriate to the task of the day shall be given.

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

b. Safety requirements given at briefing shall carry the status of Local Procedures.

c. Flight and safety requirements will normally be provided in writing to the Team Captains. Any requirements provided verbally will be acknowledged by the signatures of the Team Captains.

d. The time between the end of briefing and first launch must not be less than 30 minutes. Changes to the task after gliders have been gridded must be acknowledged by the signatures of the Team Captains. The minimum time between a task change on the grid and first launch is 15 minutes for a previously briefed task, 30 minutes for a new task.

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

5.2.1 Communication by Radio

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.

b. Data communication

- With one exception, the data that a pilot receives must be from a publicly available source (i.e. one to which all pilots have access).

  A subscription service is a publically available source.

- The exception is publicly available data that has been received by the Team Captain, then processed and relayed to a pilot.

- Reception of data from airborne transmitters is not restricted in any way.

- No restrictions apply to the hardware or instrumentation that receives and displays the data except that it must be securely mounted.

- Other datacommunication 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.

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

The determination of whether the pilot has abandoned the task is at the discretion of the Championship Director, who will consider such factors as whether the competitor entered prohibited airspace or departed significantly from the course to the next control point. Pilots who use their MoP will always be deemed to have abandoned the task.

Any contravention of rules in section 5.2 is considered to be cheating.

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

a. Primary and Secondary FRs to be used in the competition must be of a type approved by IGC before the scheduled beginning of the technical checks and must meet the requirements of the current version of *Technical Specifications for GNSS Flight Recorders.*

FR calibration certificates are not required. However, to be considered by the Scorer, any calibration certificate presented must be from the FR manufacturer or an NAC-approved calibration facility.

b. For scoring purposes, each pilot will designate a maximum of two FRs, by submitting a Flight Log from each FR to be used. Additionally, the pilot must designate one of the two as the Primary Flight Recorder. Flight Logs must be submitted after the beginning of the training period and before 20:00 on the day before the FR will be used. *(See note).* See 5.3d for additional requirements for motorgliders.

Note: Individual exceptions to this requirement may be granted by the Championship Director. Also, note that there is no requirement that an unpowered glider be flown during the training period.

c. FR recording interval shall be set to 1 second. Non-compliance may be penalized.

d. Procedures for motorgliders

1. For all motorgliders: Every Flight Log used for scoring must include evidence that detection of MoP is enabled.

2. For motorgliders launched by aerotow:

i. MoP Test Procedure Within 5 minutes after release and prior to any competition start, the MoP is started and run for a maximum of two minutes.

Failure to remain within these time constraints may be penalized at the discretion of the Sporting Director.

Following this, the glider must descend below the standard release height. Failure to record at least one pre-start fix below the standard release height will be penalized.

ii. The MoP Test Procedure may be used on any day to confirm the performance of the powerplant.

iii. For each FR to be registered for scoring, the MoP Test Procedure must be performed at least once after the beginning of the training period and before the first competition Start in which it will be used. The resulting Flight Log must show a positive record of the engine run. Otherwise, the FR in question may not be used for scoring purposes.

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

f. Competitors must submit a Flight Log from the Primary Flight Recorder for evaluation on each day (from the beginning of the official training period until the Closing Ceremony) on which a launch was made, regardless of the outcome of the flight(s). If the submitted Flight Log does not provide data from all flights made during the day, the submission of additional Flight Logs is required, for the purpose of covering all the flights made that day.

g. The Organisers will analyse Flight Log files from the Primary FR for the purpose of scoring the flight. If that evaluation shows a continuous flight and indicates no penalties, then that evaluation will be used for scoring.

In case the Primary Flight log fails to demonstrate flight continuity from takeoff to landing, OR indicates an altitude penalty OR other necessary data is missing to validate the flight, complementary data from the secondary FR may be used to fill the gap, reduce the penalty, or validate the flight. The use of the secondary flight recorder will be indicated in the daily results.

In all cases, if a valid PEV can be found in the Primary Flight Log file, credit for that PEV will be given to the pilot for that flight.

(Note special rules apply if the Director determines that deliberate jamming of GNSS signals has occurred. In this situation, the special rules supersede this paragraph. See para. 7.11.4.

h. The Organisers shall be informed of any change of equipment including changes to the set of Flight Recorders carried and the designation of the primary Flight Recorder. The identity of a Flight Recorder shall be taken from the A-Record of the Flight Log File. Failure to inform the Organisers of changes of equipment may be penalized.

5.3.1 **Altitude Control** A daily QNH shall be published on the Task Sheet.

In this Annex, in the Local Procedures, on the Task Sheets, and during Briefings, all altitudes will be specified either MSL (height above sea level), or QNH (height above the published pressure level). Altitudes QNE (height above a standard pressure), also known as Flight Levels, will not be specified in the rules, but may appear in the Forbidden Airspace file.

The MSL altitude of a glider will be taken as the difference in recorded pressure altitude and the recorded pressure altitude at takeoff, plus the airfield elevation. If the pressure altitude at takeoff is missing, the Scorer will use the pressure altitude

adjusted for the daily QNH, and a penalty shall apply.

MSL altitudes determined by the Scorer should agree with an altimeter set to field elevation before takeoff.

The QNH altitude of a glider will be taken as the MSL altitude adjusted for the difference between the altitude of the surface at the daily QNH and the actual airfield elevation. If the pressure altitude at takeoff is missing, the procedure and penalty described above shall apply.

QNH altitudes determined by the Scorer should agree with an altimeter set to the daily QNH.

The QNE altitude of a glider will be taken as the MSL altitude adjusted for the difference between the altitude of the surface at 1013.2 hPa and the actual airfield elevation. If the pressure altitude at takeoff is missing, the procedure and penalty described above shall apply.

QNE altitudes determined by the Scorer should agree with an altimeter set to 1013.2 hPa.

Organisers are encouraged to avoid the use of QNH and QNE to specify the vertical limits of Forbidden Airspace, where possible. This can often be accomplished by judicious use of altitude buffers ("Sporting Limits").

5.3.2 Penalties (including penalties for cheating) may be imposed by the Championship Director for unauthorized interference with the GNSS equipment, data or internal program, or Tracking equipment.

5.4 HAZARDOUS FLYING

The determination of each instance of hazardous flying will be at the discretion of the Director, in consultation with the Chief Steward.

The Director may impose penalties for:

a) Cloud flying or unauthorized aerobatics

b) Unsporting behaviour, see para. 8.6.5b(i)

c) Other hazardous manoeuvres in the air or on the ground

Examples of "other hazardous manoeuvres" are sudden manoeuvres at the Finish, entering an established thermal with a pull up or circling in the wrong direction, creating a double blind spot situation, causing another glider to take avoiding action, rolling into a parking/tiedown area, etc.

PART 6 TASKS

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

- **Racing Task**
- **Assigned Area Task**
- **Distance Handicap Task**

6.2 TASK DEFINITIONS

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

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

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

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

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

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

6.2.3 **Distance Handicap Task (DHT)** Same as the Racing Task

For all Task types, a "Steering Point" may be used to align the last leg of the Task with a runway or landing area.

6.3 EXPLANATIONS OF TASKS

6.3.1 **Racing Task**

a. The Organisers shall set a Start, two or more Turn Points (7.6.1) to be achieved in order, and a Finish.

The Organisers should avoid Tasks with acute angles between consecutive course legs. A minimum angle of 45 degrees between consecutive legs is recommended.

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

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

See para. 7.4.4.1 for the definition of "Credited Start Point."

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

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

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

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

(iv) For finishers, the Marking Time is the time elapsed between the relevant Start Time and the Finish Time. For non-finishers the Marking Time is undefiined.

For the "relevant Start Time", see para. 7.4.3.6 or para. 7.4.4.6

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

6.3.2 **Assigned Area Task**

a. The Organisers shall designate a Start, two or more Assigned Areas (7.6.2) to be achieved in order, a Finish and a Minimum Task Time.

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

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

The Organisers should avoid Tasks that may result in opposing traffic entering and leaving each Assigned Area.

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

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

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

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

See para. 7.4.4.1 for the definition of "Credited Start Point."

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

(iii) If the competitor has outlanded on any other leg, the Marking Distance is the distance from the Start Point or Credited Start Point, through each Credited Fix, to the point of the next Assigned Area which is nearest to the Outlanding Position, less the distance from the Outlanding Position to this nearest point. If the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.

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

For the "relevant Start Time", see para. 7.4.3.6 or para. 7.4.4.6

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

6.3.3 **Distance Handicap Task**

In 2020, IGC approved a variation of the Racing Task, the Distance Handicap Task (DHT), and made it available to Championships in which handicaps are used.

In the DHT, the radii of the Turn Point Observation zones vary according to the glider's handicap and the angle through which the courseline turns. As in the Racing Task, distance credit to the Turn Point is given when the Observation Zone is entered. Start and Finish geometries are unchanged from the Racing Task. Scoring and Penalties are also identical to the Racing Task.

The OZ radius for each Turn Point is published on the Task Sheet for each glider.

If DHT is to be used at a competition, the formula or algorithm for determining OZ radii shall be given in the Local Procedures (directly or by reference), and approved by IGC.

PART 7 COMPETITION PROCEDURES

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

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

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

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

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

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

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

e. Checking takeoff mass must be completed before the gliders reach the grid each day. The glider must arrive at the weighing station in its ground handling configuration and will not be allowed to proceed at a weight greater than its reference weight. Discharging ballast before proceeding is allowed.

The Organisers shall specify in the Local Procedures the procedures for discharging water ballast after mandatory weight checks and before takeoff, including any required control of the discharge.

Adding mass, or changing configuration/crew member (Open Class), beyond the weighing point is prohibited without the permission of the Championship Director and supervision by a Steward. A mass check by the Steward will be required after re-lighting for another launch if water ballast is to be added. Re-ballasting the glider must be performed in the designated area. The competitor must be prepared for the time delay this check may cause.

The Organisers may require a glider to return to the weighing station if there are any concerns about the takeoff mass.

7.2 LAUNCHING

7.2.1 **Definitions**

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

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

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

If not described in the Local Procedures, the Contest Site Boundaries must be approved by the Chief Steward.

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

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

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

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

7.2.4 **Suspending Launching**

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

7.2.5 **Delaying or Canceling the Task**

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

The Championship Director may cancel the Task after the opening of the start gate if, in his judgment, an unsafe condition has developed that affects all competitors and prevents the competition day from proceding safely.

The Championship Director should make this decision only in extreme circumstances, such as force majeure, serious accident, or unexpected deterioration of weather or visibility in the Task area.

7.3 LAUNCHING PROCEDURES

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

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

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

c. A competitor requiring a second or third launch shall be launched as soon as possible. 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

has been offered to the last sailplane in the class that is currently being launched.

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

e. Any additional launch procedures must be described in the Local Procedures or be approved by the Chief Steward.

7.3.2 **Motorgliders** Motorgliders may self launch or launch by aero tow.

a. If they self launch their MoP must be shut down in the designated release area at or below an altitude specified in the Local Procedures. Exceeding this altitude under power will be penalized unless the glider makes an immediate landing on the airfield. If the specified altitude is higher than the standard release height, then the motorglider must descend below the standard release height before a penalty-free Start can be made. Failure to record at least one pre-start fix below the standard release height will be penalized.

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

c. A procedure that allows the MoP to be used a second (or subsequent) time without an intervening landing may be used if:

i. The procedure is described in the Local Procedures or is approved by the Chief Steward.

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

Both conditions must be met.

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

If not described in the Local Procedures, the Release areas and towing patterns must be approved by the Chief Steward.

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

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

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

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

7.4 STARTING

7.4.1 **Types of Start** There are two types of Start, the Line Start, and the Cylinder Start. The type of Start to be used each day shall be announced at Briefing and printed on the Task Sheet. (Each type of Start includes options that must also appear on the Task Sheet).

See the note preceding para. 7.4.4, below.

7.4.2 **Common Procedures** There are common procedures used by both types of Start.

7.4.2.1 Opening and Closing of the Start 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.

The factors contributing to the Director's decision include the soaring conditions, the size of the class, the distance from the release area to the Start Point, and the efficiency of the launch operation.

a. The time of opening of the Start shall be specified to a whole minute, and announced by radio. The radio procedures for announcing the Start are in Appendix 4. At the announced opening time, the Start Gate will open.

If a delay is needed, the new opening time should be announced at least 3 minutes before the superseded opening time. An interval of at least 15 minutes between the announcement of the new opening time and the and the new opening time is recommended.

b. The Start Gate shall normally be closed at Contest sunset, or when all competitors are accounted for. Cancellation of the Task closes the Start Gate. Conditions for closing the start at other times must be described in detail in the Local Procedures. After the closing of the start, no starts will be valid.

7.4.2.2 Pre-start procedure A pre-start altitude (MSL) may be imposed. After the start gate is opened and before making a valid start, the pilot must ensure at least one fix below the specified pre-start altitude. Failure to do so will be penalized. The Local Procedures will state whether this procedure will be used. If this procedure is used, the pre-start altitude must be declared at Briefing and printed on the Task Sheet.

Note that this is a pre-start procedure, not a start procedure. This procedure places no restrictions on the start altitude.

7.4.2.3 *[Deleted]*

7.4.3 **The Line Start** When the Line Start is in use, the glider must cross a finite length line in the direction of the first Turn Point or Assigned Area.

7.4.3.1 Definitions

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

Start Point the midpoint of the Start Line.

Start Time — the time the competitor crosses the Start Line, interpolated to the nearest second.

7.4.3.2 Start Options — On each competition day, one of the following Start Options must be used. The option chosen must be specified on the Task Sheet, with relevant parameters, if any.

a. The Normal Start — No parameters.

b. The PEV Start — Two parameters must be published on the Task Sheet: the PEV Wait Time and the PEV Start Window. The value for each parameter must be 5, 6, 7, 8, 9, or 10 minutes.

7.4.3.3 Validity of Line Starts

A Start is valid if the Flight Log shows that the glider crossed the Start Line in the direction specified on the task sheet, after the opening of the Start.

If there is no proof that the competitor had a valid start after the opening of the Start in his class, the start may nevertheless be validated if the Flight Log shows a valid fix within 500 metres of the Start Line after the opening of the Start. The time of crossing shall be taken from that fix, but a penalty that depends on the distance from that fix to the Start Line shall be applied. If no such event is detected the competitor shall be deemed not to have a valid start.

7.4.3.4 PEV Start Procedures

When the PEV Start Option is in use, pilots must record a Pilot Event in the Primary Flight Recorder ("press the PEV") before crossing the Start Line. Pressing the PEV creates an interval in which a penalty-free start may be made. The interval begins PEV Wait Time minutes after pressing PEV, and it ends PEV Start Window minutes after it begins.

PEV may be pressed at any time, up to a total of three times per launch (the Scorer will ignore PEVs after the third one). Each press of PEV closes the previous Start window and restarts the Wait Time timer. Pressing PEV has no effect on previous starts, which retain their validity and any associated penalties.

Notes about the "three times per launch" rule:

a) For the purpose of the "three times per launch" rule, a re-start of a motorglider MoP (if allowed) counts as a new launch.

b) If the Start Window expires before the Start Gate is open, then that pressing of PEV will not count toward the limit of 3 PEVs.

c) If the Director announces a new time for the opening of the Start Gate, then all three PEVs will become available to all competitors in that class at the time of the announcement.

Multiple PEVs recorded within 30 seconds will be treated as a single PEV at the time of the first PEV of the cluster.

Failure to record a PEV, or a valid start outside the penalty-free interval will be penalized.

Notes: Only the Primary Flight Recorder may be used for PEV. The validity of a start is defined in para. 7.4.2.3 and is not affected by this section. Pressing PEV before the opening of the start gate is allowed.

7.4.3.5 Energy Control at the Start The total energy of the glider as it crosses the Start Line may be controlled each day, at the discretion of the Sporting Director. If Energy Control is used, the procedures in this section will be followed:

a. Maximum Start Altitude The Organisers shall determine a Maximum Start Altitude (MSA) for each class. An announcement of the Maximum Start Altitude MSL shall be included with each radio announcement concerning the opening of the Start for that class.

The maximum start altitude should normally be at least 100 m below cloudbase or top of lift and chosen to allow a fair start for all competitors. The maximum start altitude should be an integral multiple of 100 in the altitude units used.

The procedures for communicating the Maximum Start Altitude to the Teams must be specified in the Local Procedures.

The MSA may be set at Briefing, on the grid before the launch begins, or before the first announcement of the opening of the Start. The Local Procedures will explain when the MSA will be announced and when it may be updated.

A Start higher than the Maximum Start Altitude will be penalized.

b. Maximum Start Groundspeed For each class, the Maximum Start Groundspeed must be announced at Briefing and included on the Task Sheet.

The glider's groundspeed at the start will be determined by the straight line distance between the pair of fixes nearest to eight seconds before and after the Start, divided by the elapsed time between those fixes. A Start at a groundspeed greater than the Maximum Start Groundspeed will be penalized.

The Maximum Start Groundspeed should be an integral multiple of 10 in the speed units used. The Maximum Start Groundspeed cannot be changed after Briefing without notification of the Team Captains. The Organisers should choose a maximum groundspeed taking into account the wind component on the first leg of the Task. The "no wind" value of the Maximum Start Groundspeed should be at least 170 kph (or the equivalent in the speed units used).

7.4.3.6 Multiple Starts In the case of multiple valid Starts, the competitor has the right to be scored using the Start that yields the best score. A Start made after a properly completed Task will not be considered valid.

A competitor may claim only the first task completion each day.

NOTE: The Cylinder Start (para. 7.4.4, below) will not be used, unless it is approved by a specific waiver from the IGC Bureau.

7.4.4 **The Cylinder Start** When the Cylinder Start is in use, the pilot makes a start by pressing PEV on the primary Flight Recorder while inside a defined cylinder. The time and place of the start is normally taken as the time and place the pilot pressed PEV. Also, when the Cylinder Start is in use, the minimum penalty-free finish altitude is determined by the start altitude.

7.4.4.1 Definitions

Start Cylinder A cylinder centered at a Start Point with a radius specified on the Task Sheet. The radius should not be less than 10 km.

Start Time	The time of the latest PEV within the Start Cylinder; or the time of the latest exit of the Start Cylinder if no PEV is present.
PEV Interval	Time between consecutive presses of PEV
Minimum PEV Interval	10 minutes
Credited Start Point	The coordinates recorded at the Start Time (Cylinder Start only).
Start Altitude	The altitude recorded at the Start Time
Finish Time	The time of crossing the Finish Line or Ring.
Finish Altitude	The altitude recorded at the Finish Time
Loss of Height	Start Altitude minus Finish Altitude
Maximum Loss Of Height	The greatest Loss of Height that does not incur a penalty. This must be specified on the Task Sheet
Groundspeed at the Start	The glider's groundspeed at the Start will be determined by the straight line distance between the Credited Start Point fix and the fix nearest to 8 seconds before the Credited Start Point fix, divided by the elapsed time between those fixes.
Maximum Groundspeed	The maximum allowable groundspeed at the Start. This must be specified on the Task Sheet.

7.4.4.2 Normal Cylinder Start Procedures

Recording a pilot event ("pressing PEV") on the primary Flight Recorder while inside the Start Cylinder determines the time, coordinates, and altitude of the Start. A second or subsequent PEV while inside the Start Cylinder creates a new valid Start, invalidates the previous Start, resets the PEV interval, and cancels any penalty associated with the previous Start.

The new valid start will incur a new penalty if it occurs earlier than the Minimum PEV Interval after the previous Start. If it occurs later, the new Start will be penalty-free.

Multiple PEVs recorded within 30 seconds will be treated as a single PEV at the time of the first PEV of the cluster.

PEVs occurring outside the Start Cylinder will be ignored.

Notes:
1) PEVs in Flight Recorders other than the Primary FR will not be considered by the Scorer.
2) [Deleted]

7.4.4.3 Validity of Cylinder Starts

A Start is valid if the flight log shows a valid fix inside the Start Cylinder, after the opening of the Start. If no PEV is recorded inside the Start Cylinder, a valid Start

occurs upon exiting the Start Cylinder, and a penalty will apply.

If one or more PEV is recorded inside the Start Cylinder, then the cylinder exit will not be considered as a Start.

The minimum time interval between consecutive PEVs is ten minutes. Pressing PEV earlier than the minimum time will result in a valid Start, but a penalty will apply.

Starts made at a groundspeed greater than the Maximum Groundspeed will be penalized.

7.4.4.4 Maximum Loss of Height

If the Loss of Height exceeds the Maximum Loss of Height, a penalty that depends on the excess loss of height will apply.

This penalty is independent of the penalty for finishing below the Minimum Finish Height. See 7.8.2. Both penalties may apply.

7.4.4.5 Energy Control at the Start

If the Groundspeed at the Start exceeds the Maximum Groundspeed, a penalty will apply.

7.4.4.6 Multiple Starts

The Cylinder Start requires the latest Start to be used for scoring.

7.4.4.7 Marking Distance

For each competitor, the Marking Distance will be calculated from the Credited Start Point.

7.4.4.7 Finish Penalty

The penalty for exceeding the Maximum Loss of Height is proportional to the excess loss of height, but not greater than the competitor's achieved speed points and not greater than 15% of the highest score before penalties are applied.

7.5 PROXIMITY AWARENESS AND TRACKING

7.5.1 Proximity awareness transceivers must be turned on and configured to transmit position information.

7.5.2 Pilots may configure their proximity awareness transceivers in any way they wish, provided the position/velocity data transmissions are preserved.

Low power modes, limited information modes, and requests for "no tracking" are all allowable configurations of proximity awareness transceivers.

7.6 TURN POINTS AND ASSIGNED AREAS

7.6.1 A Turn Point is a way point between two legs of a flight. The Observation Zone of a Turn Point is the airspace inside a vertical cylinder centered on the Turn Point. The radius of the cylinder is 500m for a Racing Task, and is specified on the Task

Sheet for a Distance Handicap Task.

7.6.2 An Assigned Area shall be formed by:

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

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

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

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

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

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

7.6.5 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.

7.7 OUTLANDING

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

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

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

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

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

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

7.8 FINISHING

7.8.1 Definitions

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

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

7.8.2 **Finish Geometry** The Organisers shall select which finish geometry will be used during the contest. The Finish geometry selected for the Championship shall be stated in the Local Procedures. The choices are:

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

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

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

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

7.8.3 Validity of Finishes

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

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

7.8.4 Finish Procedures

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

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

c. The finish line or finish ring shall normally be closed at Contest sunset, or when all competitors are accounted for. It will also be closed if the task is cancelled. Conditions for closing the finish at other times must be described in detail in the Local Procedures. Competitors still on task after close of the finish line or finish ring shall be considered as outlanded at the last valid

GNSS fix immediately preceding the closing time.

Any minimum Finish altitudes specified in the Local Procedures are subject to change at the daily Briefing.

7.9 TASK COMPLETION

7.9.1 **Definitions** A Completed Task is one in which the competitor has a valid Start (with or without penalty), valid achievement of all Turn Points or Assigned Areas in the correct order (with or without penalties), and a valid Finish (with or without penalty) A Finisher is a competitor who has completed the Task.

7.10 LANDING

7.10.1 Landing procedures, including radio frequency to be used, may be described in the Local Procedures.

If not described in the Local Procedures, landing procedures must be approved by the Chief Steward.

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

7.10.3 Landing later than Contest sunset is not permitted. Non-compliance will be penalized.

7.11 FLIGHT DOCUMENTATION Flight Log files shall be delivered to the Scorer after landing within a period which shall be stated in the Local Procedures. The Organisers may also require back-up documentation within a period stated in the Local Procedures. Non-compliance may be penalised.

On days on which the PEV Start Option is in use, the pilot should take care to deliver the Flight Log file from the Primary Flight Recorder. The Organisers are not responsible for ensuring that the file containing the PEV is the one used for scoring.

7.11.1 The Local Procedures will specify the acceptable procedures for transferring Flight Log files to the Organisers. All files are subject to validation. The Organisers may inspect Flight Recorders and Flight Recorder installations at any time, and may require a supervised data transfer from the Flight Recorder before accepting a Flight Log. Competitors shall retain daily Flight Logs in their Flight Recorders until that day's scores are published.

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

7.11.3 If a pilot suspects that intentional jamming or spoofing of GNSS signals has occurred during the scored portion of a flight, and that the interference has affected his ability to complete the task or may have affected his flight log file, he may:

- Follow the normal procedure (submit a flight log file from the primary Flight Recorder within the allowed time after landing)

  or

- Submit, as soon as possible after landing, flight log files from all onboard devices capable of producing a flight log file in the standard format, together with a written statement from the Team Captain that includes Contest ID, date, time of interference, and a description of the event.

7.11.4 At the end of each day, before the first publication of Unofficial Results, the Sporting Director will determine whether the day was significantly affected by deliberate GNSS jamming or spoofing. In making this determination, the Director will consider evidence provided by the Scorer and by the flight log files and written statements described in the previous paragraph.

(i) In the case of no determination of jamming or spoofing, the Unofficial Results for the day will be published.

(ii) If it is determined that jamming or spoofing has occurred, then the Director will announce to the Teams that it was a "Jamming Day." The results will remain Preliminary until further analysis of the flight log files by the Organisers is complete.

If the Director determines that the day can be scored fairly in spite of the interference, then the Unofficial Results for the day will be published.

Otherwise, the Director will cancel the day.

PART 8 SCORING AND PENALTIES

INTRODUCTION TO THE SCORING OPTIONS Paragraphs 8.1 through 8.4 of this Part describe the "Classic" scoring system that has been in use for many years. In 2019 IGC approved an alternative scoring system that may be used at the discretion of the Organisers. The principle difference between the two systems is that the classic system awards distance points to all competitors and speed points to finishers. The alternative scoring system awards distance points or speed points – but not both – to all competitors. The rules for Alternative Scoring can be found in the document "Alternative Scoring – Gliding," published by IGC. In that document, paragraphs 8.1 through 8.4 replace the corresponding paragraphs below.

8.1 SCORING SYSTEM The Organisers shall state in the Local Procedures which Scoring System (Classic or Alternative) will be used for each class.

Because classes are scored independently in a multiclass championships, both systems may be in use at a single event.

8.1.1 **Scoring Software**: The Organisers shall state in the Local Procedures the name and version number of the program to be used for scoring, and a checksum or hash of the scoring algorithm in use shall be included with the published daily results. During the competition, the Organisers must brief Team Captains about any changes to the scoring algorithm before they are put into effect.

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

8.2 COMMON RULES

8.2.1 **Championship Day** In order for a Day to be counted as a Championship Day in any class:

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

b. For each class, more than 25% of the competitors, who have had a competition launch on that Day, shall have flown a credited distance (Dh) of at least Dm x H.

Dm is defined in para. 8.3.1. H is defined in para 8.3.2.

In this Annex, "valid competition day" is synonymous with "Championship Day."

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

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

8.2.4 **Handicaps** Handicapping shall be used in the Club Class and may be used in the 20 Metre Multi-seat Class in Continental Gliding Championships only (not in World Gliding Championshps). Organisers shall state in the CGC Local Procedures if Handicapping is to be used in the 20 Metre Multi-seat Class.

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

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

c. Handicaps shall be applied according to 8.3.2.

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

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

If the Day score after deduction of any penalties is less than zero, it shall be taken as zero, unless 8.6.6 applies.

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

8.3 DEFINITIONS OF SCORING PARAMETERS

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

8.3.1 Championship Days

The parameters used for scoring each Championship Day are:

<table>
<tr><td>Dt</td><td>Task Distance.
(Used in scoring RT only and defined in 6.3.1c)</td></tr>
<tr><td>Td</td><td>Minimum Task Time (hours).
(For the AAT, Td is specified at Briefing; for the RT, Td = 0).</td></tr>
<tr><td>D1</td><td>Minimum Distance for 1000 points, depending on the class:
<table><tr><th>Class</th><th>D1</th></tr><tr><td>13.5 Metre, Club</td><td>250 km</td></tr><tr><td>Standard, 15 Metre, 20 Metre Multi-seat</td><td>300 km</td></tr><tr><td>18 Metre, Open</td><td>350 km</td></tr></table></td></tr>
<tr><td>Dm</td><td>Minimum Distance to validate the Day, depending on the class:
<table><tr><th>Class</th><th>Dm</th></tr><tr><td>13.5 Metre, Club</td><td>100 km</td></tr><tr><td>Standard, 15 Metre, 20 Metre Multi-seat</td><td>120 km</td></tr><tr><td>18 Metre, Open</td><td>140 km</td></tr></table></td></tr>
<tr><td>n1</td><td>Number of competitors who achieve a Handicapped Distance (Dh) of at least Dm</td></tr>
<tr><td>n2</td><td>Number of finishers exceeding 2/3 of best Handicapped Speed (Vo).</td></tr>
<tr><td>n3</td><td>Number of finishers, regardless of speed</td></tr>
<tr><td>n4</td><td>Number of competitors who achieve a Handicapped Distance (Dh) of at least Dm/2</td></tr>
<tr><td>N</td><td>Number of competitors having had a competition launch that Day</td></tr>
<tr><td>Do</td><td>Highest Handicapped Distance (Dh) of the Day</td></tr>
<tr><td>Vo</td><td>Highest finisher’s Handicapped Speed (Vh) of the Day</td></tr>
<tr><td>To</td><td>Marking Time (T) of the finisher whose Vh = Vo. In case of a tie, lowest T applies. If there are no finishers, then To = 100.</td></tr>
<tr><td>Pm</td><td>Maximum available Score for the Day, before F and $\mathbf{F_{CR}}$ are applied.</td></tr>
<tr><td>Pdm</td><td>Maximum available Distance Points for the Day, before F and $\mathbf{F_{CR}}$ are applied.</td></tr>
<tr><td>Pvm</td><td>Maximum available Speed Points for the Day, before F and $\mathbf{F_{CR}}$ are applied.</td></tr>
<tr><td>F</td><td>Day Factor</td></tr>
<tr><td>$\mathbf{F_{CR}}$</td><td>Completion Ratio Factor</td></tr>
<tr><td>Day</td><td>If the Day is not a Championship Day (see 8.2.1) then all Scores = 0, subject to the application of penalties defined in 8.2.5.</td></tr>
</table>

8.3.2 **Competitors**

The parameters used for scoring each Competitor are:

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

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

8.4 CALCULATION OF SCORES

8.4.1 Racing Task or Distance Handicap Task

a. Day Parameters:

Pm = the least of: 1000 or: 1250 x (Do/D1) - 250 or: (400 x To) – 200
F = the lesser of 1 and (1.25 x n1 / N)
F_{CR} = the lesser of 1 and (1.2 x (n2/n1) + 0.6)
Pvm = 2/3 (n2 / N) x Pm
Pdm = Pm – Pvm

b. Competitor's Score:

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

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

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

(iii) **$S = F \times F_{CR} \times (Pv + Pd)$**

8.4.2 Assigned Area Task

a. Day Parameters:

Pm = the least of: 1000 or: 1250 x (Do/D1) - 250 or: (400 x To) – 200
F = the lesser of 1 and (1.25 x n1 / N)
F_{CR} = the lesser of 1 and (1.2 x (n2/n1) + 0.6)
Pvm = 2/3 (n2 / N) x Pm
Pdm = Pm – Pvm

b. Competitor's Score:

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

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

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

(iii) **$S = F \times F_{CR} \times (Pv + Pd)$**

8.5 TEAM CUP

8.5.1 FAI Medals will be awarded to the three highest placing teams at a valid FAI World Gliding Championships or Continental Championships. The scoring of the teams described in this section is known as the Team Cup.

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

Teams that do not meet the "2-class minimum" at the close of Registration are not eligible for the Team Cup.

8.5.3 Competitor's Team Cup Score

a. Each competitor who has had a valid launch in a class which has had a valid competition day will receive a Competitor's Team Cup Score.

b. A Competitor's Team Cup Score is calculated as the competitor's day score minus the day score of the winner in that class, plus 1000.

8.5.4 On each day that is valid in at least one class:

a. The Team's Daily Score will be calculated as the average of all the Competitors' Team Cup Scores from all classes that had a valid day, rounded to two decimal places).

Normally, pilots with no Team Cup Score (i.e did not launch but their class had a valid competition day) will not be included in the average. The exception is given in (b), below. Please note that this is a very narrow exception.

b. If, on any day on which at least one class in which a given team is represented has a valid competition day, and one or more team members do not have a valid launch in a class which has a valid competition day, and as a result the team's representation is reduced to fewer than two classes, then entries from unrepresented class(es) will be included in the average, until the minimum of two classes is met. Entries included in this fashion will have a day score of zero.

8.5.5 Each day, a Team Cup Score is calculated for each team, as follows: the sum of the Team's Daily Scores, divided by the number of days that the team has had a Daily Score, (rounded to two decimal places).

8.5.6 The Gold, Silver, and Bronze FAI Team Cup medals will be awarded to the three teams with the highest Team Cup Scores at the end of the competition.

8.6 PENALTIES AND DISQUALIFICATION

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

With the exception of penalties for airspace violations and Unsporting Behaviour (see 8.6.6), no penalties will be imposed on days that do not meet the requirements of a Championship Day (8.2.1).

8.6.2 The Sporting Director may issue one or more general warnings regarding infringements described in this Annex to all competitors at Briefing. A general warning is in effect for that competition day, and it revokes each competitor's right to a specific warning during that day.

A general warning takes the place of a "first offence" warning, and a violation of a rule covered by a general warning should result in a penalty, as if the violation were a "subsequent offence."

8.6.3 Offences not covered by this list may be penalized at the Championship Director's discretion in accordance with the provisions of the Sporting Code, General Section 6.1.

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

8.6.5 Cheating and Unsporting Behaviour

a. Cheating

i. A premeditated and deliberate attempt by a pilot, crew, or team to circumvent the rules or Local Procedures in order to gain a competitive advantage is considered to be cheating.

ii. Any pilot, team member, or team found to be cheating will be disqualified from the competition.

b. Unsporting Behaviour

i. For competitors, unsporting behaviour is defined as any one of:

- Dangerous or hazardous flying with the intent of gaining a sporting advantage.
- Flying under the influence of alcohol or banned and/or controlled substances
- A positive result on a doping control
- Aggressive and abusive actions (verbal or physical) toward Championships Organisers, volunteers, or FAI Officials.

The penalty imposed for competitors may be a warning, issuance of competition penalty points, day disqualification, or event disqualification.

ii. For Team Members (including Team Captains and crews), unsporting behaviour is defined as:

- Aggressive and abusive actions (verbal or physical) toward Championships Organisers, volunteers, or FAI Officials.

The penalty imposed for Team Members may be a warning, a required public apology, or removal from the event.

c. Other

All serious instances of cheating or unsporting behaviour will be referred to FAI and the NAC involved. FAI may issue a ban on pilots or teams from participating in future championships.

8.6.6 Recording of serious penalties

a. The penalty for cheating shall be included in the competitor's overall contest results and notated as "Violation of SC3A 8.6.5a."

b. The penalties for these offences:

- Flight into forbidden airspace
- Unsporting Behaviour

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

8.6.7 A competitor who has been disqualified is subject to the provisions of Sporting Code, General Section 6.1.5.

8.7 LIST OF APPROVED PENALTIES

Type of Offence	First Offence	Subsequent Offences	Max Penalty
Overweight/Underweight of W kilograms	W x 2 pts	n x W x 2 pts	n x W x 2 pts
Wrong, late or missing information			
Documentation not complete	No launch	No launch	No launch
Configuration check not complete	No launch	No launch	No launch
Changing FR without advising the Organisers	10 pts	20 pts	25 pts
Failure to record takeoff pressure altitude	10 pts	25 pts	10 + n x 25 pts
Incorrect FR configuration (recording interval)	Warning	10 pts	25 pts
Late delivery of documentation (FR, outlanding certificate) according to time limit in LP.	Warning	10 pts	25 pts
Late delivery of backup documentation > 60 min.	Warning	10 pts	25 pts
Incomplete outlanding report	Warning	10 pts	25 pts
Pre start altitude			
Lowest fix above specified altitude	1 pt/m	1 pt/m	1 pt/m
Incorrect Line Start			
Between 0 and 0.50 Km from the start line	50 pts	50pts	50pts
More than 0.50 km from the start line	No valid start	No valid start	No valid start
From 0 to 100m above max start altitude	1 pt/m	1 pt/m	1 pt/m
More than 100m above max start altitude	No valid start	No valid start	No valid start
From 0 to 50 kph above max start groundspeed	2 pt/kph	2 pt/kph	2 pt/kph
More than 50 kph above max start groundspeed	No valid start	No valid start	No valid start
No PEV	60 pts	60 pts	60 pts
Start outside PEV interval	1 pt/sec, max 60	1 pt/sec, max 60	1 pt/sec, max 60
Incorrect Cylinder Start			
No fix in Start Cylinder, but < 0.5 km outside	50 pts	50 pts	50 pts
No fix within Cylinder radius plus 0.5 km	No valid start	No valid start	No valid start
No PEV inside Start Cylinder	5 minutes added	10 minutes added	10 minutes added
From 0 to 50 kph above max start groundspeed	2 pt/kph	2 pt/kph	2 pt/kph
More than 50 kph above max start groundspeed	No valid start	No valid start	No valid start
PEV interval less than minimum	5 minutes added	10 minutes added	10 minutes added
Incorrect claiming of Turn Points or Areas			
Less than 0.50 km from the boundary of the Turn	50 pts	50 pts	50 pts
More than 0.50 km from the boundary of the Turn	No Control	No Control	No Control
Incorrect Finish			
Finishing below minimum finish altitude (7.8.2)	1 pt/m	1 pt/m	Achieved speed points
Finishing below altitude determined at the Start (Cylinder Start only) (7.4.4.7)	1 pt/3m	1 pt/3m	Lesser of achieved speed points and 15% of the highest score
Dangerous or hazardous flying			
Cloud flying, aerobatics, hazardous manoeuvres with intent to gain advantage (ref. para. 8.6.5b)	100 pts	Day Disqual.	Disqualification
Circling in the wrong direction *[Deleted]*			
Towing: early or late release	Warning	(n-1) x 25 pts	Disqualification
Towing: pull-up before release	Warning	Day Disqual.	Disqualification
Entering forbidden airspace vertically or horizontally	Outlanded at the point of airspace entry	Day Disqual.	Disqualification
Crossing the boundary of an airspace buffer (exceeding the Sporting Limit), vertically or horizontally by 100m or less	1 pt/m	n pts/m	Disqualification
Exceeding the Sporting limit by >100m	Outlanded at the point exceeding 100m	Day Disqual.	Disqualification
Hazardous flying, other than unsporting behaviour	10 pts	(n – 1) x 50 pts	Disqualification
Landing: incorrect landing procedure	Warning	(n-1) x 25 pts	Disqualification
Landing after Contest sunset	10 pts/min	Day Disqual.	Disqualification
Cheating (see para. 8.6.5a)	Disqualification	Disqualification	Disqualification
Falsifying documents	Disqualification	Disqualification	Disqualification
Attempt to obtain external help for finding lift from non competing glider or airplane	Day Disqual.	Disqualification	Disqualification
Other Violations			
Unsporting behaviour	See para. 8.6.5b	See para. 8.6.5b	See para. 8.6.5b
Flying under influence of alcohol	Day Disqual.	Disqualification	Disqualification
Late start of MoP after release from tow	Warning	(n-1) x 25 pts	Disqualification
Self-launch above altitude limit (7.3.2a)	1 pt/m	n pts/m	n pts/m

Positive doping control	See FAI policy	See FAI policy	
Wing Span Penalty, other than Open Class (#)	1 pt/cm	1 pt/cm	1 pt/cm

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

(i) A 2.7 cm overspan will give daily penalty points of 2.7 - 0.3 = 2.4 which is then rounded down to 2 points.
(ii) A 3.9 cm overspan will give daily penalty points of 3.9 - 0.3 = 3.6 which is then rounded up to 4 points.

PART 9 COMPLAINTS AND PROTESTS

9.1 COMPLAINTS

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

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

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

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

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

9.1.6 If the processing of a complaint results in a new publication of Unofficial Results, then the Protest Period will be reset.

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

9.2 PROTESTS

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

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

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

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

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

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

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

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

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

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

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

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

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

9.3 TREATMENT OF PROTESTS The Sporting Director shall deliver a protest to the Jury President without delay, with (if applicable) a copy to the Championship Director.

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

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

c. The Championship Director and the Sporting Director are bound by the decision of the International Jury.

9.4 APPEALS An NAC may appeal to FAI against a decision of the Jury in accordance with the provisions of FAI Sporting Code, General Section 6.4.

PART 10 RESULTS AND PRIZEGIVING

10.1 RESULTS

10.1.1 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.

c. Unofficial Results: The results after all Flight Logs have been analysed and all penalties have been applied. Unofficial Results may be published more than once.

d. Final Results: Unofficial results become Final after expiry of the protest period and after all protests have been dealt with. Final Results may revert to Unofficial as a result of a ruling on a protest or in the case of an error by the Organisers.

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

Performance and Preliminary Results should be displayed as soon as possible to enhance media, public and competitor awareness of the championship results. Results published on the internet should be clearly labelled as Preliminary, Unofficial, or Final.

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

10.2 PRIZEGIVING

10.2.1 At the Closing Ceremony the flags of the countries of the competitors placed first (the Champions), second and third should be flown and the national anthems of the countries of the Champions should be played.

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

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

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

c. The Organisers may award local prizes. If they do, prizes must be awarded to all the Diploma awardees.

Commemorative medals or badges may be given to all competitors, their assistants, and officials.

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

Although tie scores may occur in the daily results and in the final results, no ties will be allowed in the final place standings for the first three (podium) places. To break a tie on the podium, the following procedure will be used, beginning with the highest tied final score (and proceding until the podium is free of tied placings): tied competitors will be ranked in order of their number of daily first placings, then daily second placings, etc., until the ties are broken. Tied final placings in positions lower than third place are allowed.

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

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

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

10.2.4 [Reserved]

PART 11 LOCAL PROCEDURES

Organisers of Championships shall use this outline for their Local Procedures, completing Sections A through C. Section D is to be left blank.

The Local Procedures must be submitted to the Chief Steward (with a copy to the Annex A Committee) as a stand-alone document for preliminary vetting before being sent to the IGC Bureau for approval (see 1.4.5.1). To enable this approval process the Local Procedures must be submitted to the Chief Steward at least six months before the opening ceremony.

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

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

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

A CHAMPIONSHIP DETAILS

Name of the Event

According to FAI Publication *Naming of FAI Competitions*

Location of the Event

Name of airfield, ICAO Identifier
Coordinates, Elevation
Time Zone

Time Schedule

Preliminary entries due
Final entries due
Registration period
Technical inspection period (acceptance check)
Official training
First official Team Captains briefing
Opening Ceremony
Contest flying
Farewell party
Closing Ceremony and Prizegiving

B PROCEDURES SPECIFIED IN ANNEX A

1. GENERAL

1.1 Additional objectives of the Championships
1.2.1 References to applicable rules documents
1.3.1 Championship classes
1.3.2 List of handicaps, if required
1.4.1 Name of NAC and Organisers
1.4.1.1 Contact information, banking information, etc.

1.4.1.2 Units of measure
1.4.1.3 Digital communication methods
1.4.2 Additional safety rules
1.4.5 Instructions for obtaining navigational charts, if required
1.4.5.2 Control Point file format
1.4.5.3 Use of Sporting Limits and task area altitude limit

2. CHAMPIONSHIP OFFICIALS

2.1 Names of Director and other officials
2.2 Names of Chief Steward, Stewards, Jury President and Jury Members

3. NATIONAL TEAMS

3.4.2 Entry fee, other fees
3.5.4a Additional documentation required
3.5.4b Documents required to be carried on board the sailplane
3.6.1 Particulars of third party insurance required

4. TECHNICAL REQUIREMENTS

4.1.1c Flight tracking devices required to be carried
4.1.1e Additional equipment, markings
4.1.2 Additional prohibited instruments (If any)
4.4.1 Radio frequencies (optional)

5. GENERAL FLYING PROCEDURES

5.3.1b Additional data communications allowed

6. TASKS

6.3.3 Algorithm for calculating OZ radius in DHT, if used.

7. COMPETITION PROCEDURES

7.1e Procedures for discharging water ballast on the ground, if required
7.2.2 Contest site boundaries (optional)
7.3.1e Additional launch procedures (optional)
7.3.2a Maximum altitude of climb after self launch
7.3.2c Inflight restart procedures for motorgliders, if any (optional)
7.3.3 Release areas and towing patterns (optional)
7.3.3 Release height
7.4.2.1b Conditions for closing the start at times other than sunset or task cancellation (if any)
7.4.2.2 Use of pre-start altitude
7.4.3 Start geometry to be used (including length or radius)
7.4.3.5a Procedures for communicating Maximum Start Altitude
7.7.1a Instructions pertaining to real outlandings
7.7.3 Provision of and requirements for aero tow retrieves
7.8.2 Finish geometry to be used (including length or radius and minimum height)
7.8.4a Arrival communications procedures

7.8.4c Conditions for closing the finish at times other than sunset or task cancellation (if any)

7.10.1 Landing procedures (optional)

7.11 Time limit for delivering flight documentation

7.11.1 Procedures for delivering flight documentation

8. SCORING

8.1 Scoring system in use for each class

8.1.1 Name and version number of scoring program

8.2.4 Use of Handicaps in the 20 Metre Multi-seat Class (in CGC only)

9. COMPLAINTS AND PROTESTS

10. RESULTS AND PRIZEGIVING

10.2.3b Additional team awards

C ADDITIONAL LOCAL PROCEDURES (NOT REQUIRED BY THIS ANNEX)

This section must be approved by the IGC Bureau.

D WAIVERS AND LIMITATIONS

This section to be completed by the IGC Bureau.

Pilot Selection Process

1. In the Bid, the Organiser sets the maximum number of entries for the event.

2. The IGC Bureau, in conjunction with the Organisers, will set a maximum number of entries per each class. These initial class numbers will be made public at the presentation of the Bid to the IGC Plenum.

3. Every NAC may enter only 1 crew in the 20 Metre Multi-Seat Class. In the other classes, 2 pilots per class (3 in Juniors' and Women's Championships) may be entered, but only one entry per class is guaranteed, the 2nd (and 3rd if applicable) entry being subjected to the ranking of the countries.

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

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

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

Safety Features

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

Weighing Procedures

A3.1 Determination of reference weight

MTOW is defined as the lower of the following values:

- maximum take-off weight as specified in the glider's Type Certificate
- maximum take-off weight allowed for the respective class of the glider

The reference weight of each glider is determined as follows:

a. Pilot and co-pilot weight is measured.

b. Glider is brought to take-off configuration with all removable equipment on board (parachutes, fixed ballast, batteries, oxygen equipment, tiedowns, extra clothing, and flight instruments), and ballasted to MTOW minus pilot weight(s). Up to 3 litres of drinking water may be excluded from this weighing.

Alternatively, the glider may be ballasted to MTOW with the pilot(s) aboard.

c. Glider is then attached to the tow vehicle in the configuration to be used to tow the glider to the grid (ground handling configuration). The ground handling configuration may include covers, wing wheel(s), etc.

d. The weight on the main wheel of the glider in ground handling configuration is the reference weight.

Radio Procedures for Announcing the Start

Notation used in this appendix:

C a glider Class
HHMM a local time of day, on the 24-hour clock (hours and minutes)

1. When the Start Opening time is first determined, it shall be announced immediately.

   "The Start Gate in the C Class will open at HHMM."

   In a single class competition, the name of the class can be omitted from all announcements.

2. Beginning at 15 minutes before the Gate is due to open, a series of announcements shall be made as close as possible to every 5 minutes.

   "The Start Gate in the C Class will open in 15 minutes at HHMM."
   "The Start Gate in the C Class will open in 10 minutes at HHMM."
   "The Start Gate n the C Class will open in 5 minutes at HHMM."

   The numbers 15, 10, 5 are suggested. They may be adjusted for the sake of accuracy.

3. As soon as possible <u>after</u> HHMM the Gate announcement shall be:

   "The Start Gate in the C Class is open. It opened at HHMM."

   This final announcement may be repeated as many times as needed.

4. If a delay is needed, a new HHMM will be determined and announced as soon as practical:

   "The Start Gate in the C Class is delayed. The Start Gate in the C Class will open at HHMM."

   As many of the "countdown" announcements that are possible should follow.

5. If the Task is cancelled before the Start Gate opens, the announcement is:

   "The Task in the C Class is cancelled."