IN THE COURT OF ARBITRATION FOR SPORT
APPEALS DIVISION

No. /2021

BETWEEN

Air Sport Australia Confederation Applicant / Appellant

AND

Fédération Aéronautique Internationale Respondent

AND

The Royal Aero Club of United Kingdom Affected Party

AND

The Deutscher Aero Club e.V. Affected Party

ANNEXURE 'A'

(Application and Statement of Appeal, R48 Code of Sports-related Arbitration 2020)

Applicant / Appellant's Documents Relevant to Jurisdiction

No.	Page	Date	Document
A1	2-14	01/12/21	FAI International Appeals Tribunal Report and Decision AUS, GBR & GER Appeals 10th FAI Women World Gliding Championships
A2	15-52	06/12/19	FAI Sporting Code General Section 2020 Edition effective 1st January 2020 (approved by the CASI on 6th December 2019).
A3	53-72	01/10/19	FAI Sporting Code Section 3 - Gliding 2019 Edition valid from 1st October 2019 (revised 24 November)
A4	73-120	07/10/19	FAI Sporting Code Section 3 – Gliding - Annex A (Rules for World and Continental Gliding Championships) Edition 2019 valid from 7 October 2019
A5	121-130	undated	Local Procedures WWGC 2019 V9.1

REPORT AND DECISIONS
AUS, GBR & GER APPEALS
10th FAI WOMEN WORLD GLIDING CHAMPIONSHIPS

Summary: Content of the appeals and outcome

Throughout the whole 10th FAI Women World Gliding Championships the Australian Team was found, and on the penultimate day freely admitted to, using non-time delayed position data from the official tracking system G-Track Live, tracking the location of all competing glider pilots in real-time. Prior to the first competition day of the WWGC 2019, having been specifically asked about this, the Competition Director confirmed in two official briefings, in which the Australian Team participated, that access to live tracking through G-Track Live will not be granted to the teams and the public as this is how the regulations in place are to be interpreted.

Following the discovery the Competition Director eventually imposed a penalty of 25 points deducted for each competition day from the results of each Australian Team Pilot, which was later confirmed by the International Jury (for details on why the total sum of deducted points changed from 250 to 225 see “Summary of Facts” document).

The Australian NAC lodged an appeal against the decision as confirmed by the International Jury with the main request that all penalties against the Australian Team Pilots be completely removed.

The British NAC and the German NAC lodged two coordinated appeals with the main request that all Australian pilots’ results obtained in the WWGC 2019 be invalidated and the pilots be disqualified from the championships.

The International Appeals Tribunal’s decision with respect to these main requests is to regard all competition results of the Australian Team as ineligible because they were gained under irregular conditions, and consequently to invalidate the respective results of all Australian Team Pilots and to disqualify the latter from the WWGC 2019.

The procedure followed by the International Appeals Tribunal, the reasoning supporting its findings and the full content of its decision is set out in the main body of this document.

Reno Filla
Chairperson, on behalf of the International Appeals Tribunal

Dated: 01 December 2021

ABBREVIATIONS

FAI	Fédération Aéronautique Internationale (World Air Sports Federation)
WWGC	FAI Women's World Gliding Championships; in this document WWGC will refer specifically to the 10th FAI WWGC at Lake Keepit, AUS (a.k.a. “WWGC 2019”)
IAT	(FAI) International Appeals Tribunal (“Tribunal”)
NAC	National Airsport Control
CASI	(FAI) General Airsport Commission
IGC	(FAI) International Gliding Commission
ASC	(FAI) Air Sport Commission
GFA	Gliding Federation of Australia
AUS	Australia
GER	Germany
GBR	United Kingdom of Great Britain and Northern Ireland
LP	Local Procedures
SoF	Summary of the Facts document
CD	Championship Director

REPORT AND DECISIONS
AUS, GBR & GER APPEALS
10th FAI WOMEN WORLD GLIDINGCHAMPIONSHIPS

This International Appeals Tribunal has been appointed by the FAI Air Sports General Commission (CASI) on 18 June 2020, in accordance with FAI Sporting Code General Section paragraph 6.6.2, to handle three appeals filed against the decisions made by the International Jury of the 10th FAI Women's World Gliding Championships held in Lake Keepit, Australia (3 to 17 January 2020):

- Appeal from AUS submitted by the Air Sport Australia Confederation (ASAC) and based on a Notice of Appeal of the Australian Team Pilots.
- Two identical appeals from GBR and GER submitted by The Royal Aero Club of United Kingdom and the Deutscher Aero Club e.V. with a common Notice of Appeal.

Appeals Tribunal members:

- Reno FILLA (Sweden) – Chairperson
- Bruno DELOR (France)
- Alexander GEORGAS (Greece)

APPEAL PROCESS

With their appointment the Appeals Tribunal members received access to the documents and other information provided by AUS and GBR/GER for their appeal and uploaded by the FAI Office to the FAI cloud.

The work of the Appeals Tribunal has been carried out with the following steps.

1. Throughout the whole process the Appeals Tribunal communicated internally in writing and by means of virtual meetings.

2. Hearing phase

An IAT online meeting has been hold the 13th October 2020 to define how to proceed for the oral hearing in compliance with the provisions stated the FAI IAT Manual.

Note: The complexity of the matter and the extensive documentation demanding careful review explain the time it took to go from IAT appointment in June 2020 to the oral hearings in November 2020.

The Appeals Tribunal agreed on the following points regarding the oral hearings:

- Separate hearing for the two appeals, each scheduled for two hours.
- In order to increase efficiency of the hearings and offer transparency, share a common supporting document with relevant parties (appellants and Jury President) in order to get their input, corrections and comments before the oral hearing concerned. This document has been called “Compilation of Facts" ("CoF").
- In accordance with the FAI IAT Manual, request every appellant prior to the oral hearing to notify the Appeals Tribunal of the witnesses they intent to call and indicate on which specific points each witness will testify.

- In application of the FAI IAT Manual, participants to the hearing other than the IAT members will be the representative(s) of the appellant(s) and the Jury President Gisela WEINREICH as relevant parties with right to speak. A representative of IGC (interested party) will also be admitted as observer with no right to speak.
- Audio-video oral hearings considering that the restrictions due to the Covid-19 pandemic do not permit to organize physical meetings.

  Note: In the hearings Zoom was utilized as this was the application used by FAI for online meetings; a zoom training session with the CASI President has been organized prior to the first oral hearing meeting in order to define the way to manage the appellants' requests for the floor, to authorize each witness in the "waiting room" to join the meeting where appropriate, to proceed the recording of the meeting and download the file after the meeting.

a) GBR/GER appeal hearing

The Appeals Tribunal Chairperson informed the Presidents of the Deutscher Aero Club and Royal Aero Club of the United Kingdom about the hearing process in an email (with the CoF document attached) on 20 October 2020.

The appellants appointed as representatives Jeremy PACK (GER Team Captain) for GBR and Wolli BEYER (National Coach of the German Gliding Team) for GER.

Frouwke KUIJPERS (WWGC Chief Steward) and Brad EDWARDS (one of the AUS Team Coaches) were confirmed as witnesses after clarifying the points on which they will testify.

For GBR, a response to the CoF document was sent on 3 November 2020 by an email from Jeremy PACK. The IAT Chairperson acknowledged receipt by email on 4 November 2021.

The hearing was scheduled for 26 November 2020 after taking into account the availabilities of all participants. Both GBR and GER representatives agreed to the proposed process of going through the CoF annotated with the comments and proposals of improvements/adjustments mentioned in the GBR response.

The hearing lasted 2 hours.

b) AUS appeal hearing

The IAT Chairperson informed the ASAC Executive Officer on 20 October 2020 about the hearing process in an email (with the CoF document attached).

The appellant appointed Lisa TURNER (AUS TP in 18 m class) and Ray(mond) PERSON (ASAC Executive Officer) as representatives. On Lisa TURNER request, Jo DAVIS (AUS TP in Club class) was accepted as her assistant with no right to speak.

Terry CUBLEY (Team Captain for AUS), Matt GAGE and Mike CODLING (both Team Coaches for AUS) were confirmed as witnesses after clarifying the points on which they will testify.

A response to the CoF was sent on 13 November 2020 by an email from Ray PERSON. The Appeals Tribunal Chairperson acknowledged receipt by email on 4 November 2021. The email also included a statement from Terry CUBLEY (AUS Team Captain) dated 26 October 2020.

The hearing was scheduled for 30 November 2020 after taking into account the availabilities of the participants.

After initial questions to the appeal process as such, the AUS representatives agreed to the proposed process of going through the CoF annotated with the comments and proposals of improvements/adjustments mentioned in the AUS response.

The hearing lasted 3 hours 9 minutes.

c) Other exchanges and interviews

The Appeals Tribunal had email exchanges with several WWGC officials to get clarifications or additional information on specific points: Mandy TEMPLE (Championship Director), Anita TAYLOR (Deputy Championship Director), Frouwke KUIJPERS (Chief Steward), Gisela WEINREICH (Jury President).

The FAI IAT Manual states that the Appeals Tribunal "*have the right to call witnesses as its own discretion*". Based on that possibility, the Appeals Tribunal organized zoom interviews with:

- Scott PERCIVAL (previous AUS Team Pilot) on 14 December 2020.
- Jacques GRAELLS (Developer and during the WWGC system administrator of the "G-Track Live" tracking system) on 10 February 2021.
- Matthew SCUTTER (AUS Team Pilot, contacted regarding previous use of the XCSoar-included tracking software "SkyLines Live Tracking") on 1st March 2021.

d) Restitution of the hearings and interviews

The audio and video files of each oral hearing and interview were shared with the participants concerned shortly after each meeting.

A written transcript of each oral hearing and interview was also been shared for review and additional input.

Note: Due to technical and commercial limitations of Zoom and external natural language processing tools evaluated by the IAT the transcription of the recordings from the oral hearings alone, not counting the interviews, required about 40 hours of manual work. Due to this the IAT was only able to provide to the appellants with the written transcript of their respective oral hearing by the end January 2021.

3. Summary of Facts document

In accordance with the FAI AT Manual, the Appeals Tribunal had to produce a written summary of the facts, called SoF below.

Note: Based on the definition of "summary" as a statement presenting the main points, the Appeals Tribunal has focused in the SoF on the facts considered relevant for the appeals. This explains why some points proposed by the appellants have not been included in the SoF.

The Appeals Tribunal produced several successive versions of a draft (v0*) of the SoF and shared by email the following versions with the appellants in order to inform them of the progress and to give them possibility to send comments and proposals of adjustments / modifications:

- v0a shared 28 March 2021 - GBR response 29 March 2021
- v0b shared 29 March 2021 -GBR response 09 April 2021 and AUS on 20 April 2021
- v0i shared 2 May 2021 -AUS responses 12 and 17 May 2021
- v0m shared 31 May 2021
- v0o shared 19 June 2021 - GBR response 01 July 2021

This enabled the relevant parties to contribute to the content of the SoF.

After these successive draft versions, the Appeals Tribunal Chairperson provided the appellants a SoF v1.0 on 11 July 2021, inviting them to suggest corrections within the time frame of one week, as stipulated by the FAI IAT Manual.

The appellants responded as follows:

- GBR on 17 July 2021 with a document including their suggestions and comments.

- AUS on 18 July 2021 with a letter of the ASAC President, Grahame HILL, providing explanatory notes and comments to the SoF and with the SoF v1.0 annotated with proposal of corrections, mentions of claimed omissions and comments.

Based on that, the Appeals Tribunal Chairperson sent to the appellants the final SoF (v1.1) on 11 August 2021.

Note: All exchanges relative to the SoF mentioned above have been done by email.

In addition, an accompanying document has been also shared with the appellants on 11 August 2021 using WeTransfer. Apart from the SoF v1.1, this document includes the following:

- Cover letter summarizing the process
- Appendix A: SoF v1.0.
- Appendix B: 18 July 2021 AUS response (letter and SoF v1.0 annotated) + Appeals Tribunal response to AUS letter and SoF v1.0 annotated.
- Appendix C: 17 July 2021 GBR response (document) + Appeals Tribunal response to GBR document.
- Appendix D: Timeline of shared draft versions of the SoF document.
- Appendix E: Statements and evidence shared with all appellants.

The analysis of all the documentation available, fact-gathering and checking phase has thus taken more than a year. Based on that and the subsequent responses of all parties, the facts as presented in the SoF version 1.1 are deemed to be complete and correct according to the FAI IAT Manual, and form the basis for the deliberations and decisions of the Appeals Tribunal.

FAI REFERENCE DOCUMENTS

1. Sporting rules documents applicable for the WWGC

- FAI Sporting Code Section 3 - Gliding 2019 Edition valid from 1st October 2019 (revised 24 November).
- FAI Sporting Code Annex A to Section 3 - Gliding (Rules for World and Continental Gliding Championships) Edition 2019 valid from 7 October 2019.
- Local Procedures WWGC 2019 V9.1.

2. Other governing documents

- FAI Code of Ethics Version 1.0 October 2003 (approved by the 96th FAI General Conference hold 10th and 11th October 2003).
- FAI Sporting Code General Section 2020 Edition effective 1st January 2020 (approved by the CASI on 6th December 2019).
- FAI Jury Guidelines Edition 2020 effective 1st January 2020.
- FAI International Appeals Tribunal Manual (issued by the CASI) 2014 Edition effective 16th October 2014.

APPEALS TRIBUNAL FINDINGS

The Appeals Tribunal has deliberated on the different matters pointed by the appellants in their Notice of Appeal.

1. Use of non-time delayed data from the G-Track Live system

The Local Procedures are used to implement, amend or alter the existing regulations for a particular championship. They are proposed by the local organizer in coordination with the IGC Bureau which then needs to approve them before publication.

The WWGC 2019 Local Procedures 4.1.1.c provision, relative to the carriage of GNSS data transmitters for public display and conditions in which this public display will be done, states: "*Such display will not begin before the start line is opened and the actual positions of the sailplanes shall be displayed with a time delay of at least 15 minutes. This delay may be reduced to zero prior the finish.*"

For several years such provision has been common for FAI Category 1 gliding events (World and Continental Gliding Championships, Sailplane Grand Prix Finals). The intend to make such tracking data non-public is also documented in the following proposal adopted at the March 2019 IGC Plenary Meeting: "*That the IGC require any live tracking display of Cat 1 events published by the organiser to be supplied from a secure data source controlled by the organiser and/or IGC. That a time delay be added to any public transmission. The time delay may vary according to the status of the race.*"

While to an outsider the wording may be open to some interpretation, it should have been clear that, from past experience and discussions within IGC, that the meaning of this provision was that nobody other than the organizer was supposed to have access to the non-time delayed tracking data from the G-Track Live system. Prior to the first competition day of the WWGC, having been specifically asked about this, the CD confirmed in two official briefings, in which Team AUS participated, that access to live tracking through G-Track Live will not be granted as this is how the regulations in place are to be interpreted.

In addition to this specific clarification by the CD, which did remove any room for interpretation, the AUS Team Captain Terry CUBLEY was well aware of the meaning of that provision, as he was not only a Vice President of the IGC Bureau at the time the debate about the use of this kind of data in championships was happening, but also a long-standing member of the IGC's Sporting Code 3 Annex A committee for rules in international gliding competitions, Chief Steward on many past occasions, Chairman of the IGC's Steward Working Group, as well as an active contributor to IGC-internal discussions on how live tracking data can be misused and what the sporting way to handle this would be.

It has been also noted that Terry CUBLEY made no attempt before or throughout the whole WWGC to obtain consent of the organizer to use the non-time delayed data from G-Track Live, nor did he try to get confirmation on the correctness of his purported assumption that accessing these data was legal and acceptable – an assumption that purportedly was made despite the CD's official statements to the contrary. The Appeals Tribunal considers this inaction to obtain official consent / confirmation as made on purpose considering the public declaration of the CD that a consent to use the non-time delayed data would not be given.

Matthew GAGE, one of the Team Coaches for Australia and developer of the Australian monitoring software as described in the SoF, had on previous occasions worked as a G-Track Live system administrator for AUS gliding competitions. Therefore, he had privileged knowledge that the that data available via the administrator interface (web address "admin.gtracklive.com") were non-time delayed. That all access to the admin interface normally was secured with a username and password was well known to him.

In connection with development work on the G-Track Live system prior to the WWGC the system developer, after finalizing the testing, forgot to reinsert the program line that secured the webpage “admin.gtracklive.com/monitor.php” and thus unintentionally kept this page open without requirement for a username and password to access it. This omission gave Matthew GAGE the possibility to use non-time delayed data from the G-Track Live system for his monitoring system throughout the whole competition.

To consider that the G-Track Live system developer might have done so intentionally in order to make non-time delayed tracking data publicly available, as claimed during the AUS hearing, is arguably in bad faith. In any case, being in doubt Matthew GAGE could have been expected to contact the system developer in order to get confirmation, especially since the latter was also on site because he worked as the system administrator during the WWGC. Furthermore, the two met on at least one occasion to discuss the source of the AUS Team’s live tracking data, which the AUS Team did not disclose until the end of the penultimate competition day.

Matthew GAGE further stated that his internet browser upon typing “gtracklive” suggested the URL “admin.gtracklive.com/monitor.php” upon which he discovered the data there to be unprotected. Since he worked as G-Track Live system administrator on previous occasions this statement might be considered true. However, this does not constitute a mitigating circumstance. It is also noteworthy that according to testimony Matthew GAGE developed his monitoring software, including the ability to utilize data from G-Track Live in 2019, prior to the WWGC which was held in January 2020.

During the AUS oral hearing, it has been argued by Lisa TURNER that in the Australian IT industry if something is not password protected the presumption is that it is done consciously and therefore the data may be considered as publicly available and free to use. To the IAT this argument appears to be specious and, in any case, neglecting the sporting aspect of fair play and equal opportunities.

The Appeals Tribunal concluded that:

- An intentional breach of the rules as outlined in the regulations in place has occurred. If there was any room for interpretation of the LP section 4.1.1.c, given the way it was written, the repeated clarification by the CD dispelled any ambiguity regarding the access to non-time delayed data from the official G-Track Live system prior to the official start of the WWGC.
- The consequence of the AUS Team’s use of non-time delayed data from the official G-Track Live system during the WWGC competition flights was that the AUS Team competed in irregular conditions, which contravened the spirit of a fair competition. While all other teams competed in regular conditions the AUS Team competed under circumstances that objectively provided a potential competitive advantage in comparison to other teams, which violates the sporting principles of fair play and equal opportunities.

  Note: A comparison to doping can be made, where a fundamental principle is that it is of no consequence to whether a prohibited substance discovered in a competing sportsperson’s body actually can be proven to have led to a performance increase. The very presence of a prohibited substance in the body of a competing sportsperson constitutes an irregular condition which means any competition results achieved by this sportsperson are automatically regarded invalid and the sportsperson is automatically disqualified from the competition.

This infringement of the basic principle of fair-play in sports can only be interpreted as a deliberate attempt to get a competitive advantage in a manner contrary to the best sporting ethics principles. Therefore, it must be regarded as not only being unethical and reprehensible but also unsporting.

Note: FAI Sporting Code Annex A to Section 3 - Gliding (Rules for World and Continental Gliding Championships) states in 8.6.5 (Unsporting Behaviour): "Championship pilots and team members who demonstrate aggressive and abusive behaviour to championships Organisers and/or FAI/IGC officials

will be sanctioned for unsporting behaviour. "The AUS appellant argued that this defines "unsporting" exclusively as aggressive and abusive behaviour. The IAT disagrees and interprets above section merely as an example of unsporting behaviour to which said section specifically applies.

The Appeals Tribunal recognizes that the persistent (but never proven) rumours of some other teams having "private OGN" receivers (which don't honour the "No Track" flag that pilots can set in their Flarm units, but which at the time was not forbidden in any rules) has likely contributed to a feeling of perceived injustice in key persons of the AUS Team. However, how this could have led to the wrong conclusion that it is justified to unauthorized utilize data from the official G-Track Live tracking system, which was mandatory to carry and keep enabled at all times for all competitors, is hard to understand. That the data were found to be (by mistake) not protected by a password does not change the fact that the use of the data was wrong and that this should have been clear to everyone. Confirmation of this would have been very easy to obtain from either competition management or the system developer who was present throughout the competition as system administrator.

Note: At the very end of the WWGC and in subsequent interviews the AUS Team Captain freely admitted to the use of G-Track Live being deliberately in order to (quote) "level the playing field" because they suspected (quote) "three teams at LK using private OGN". See SoF for facts regarding the range of Flarm-based live tracking through OGN and the discussion of "private OGN" receivers.

The comparison with public OGN, frequently undertaken by the AUS appellant, is a fallacy mainly because pilots have several options to opt out of public OGN tracking, but partly also due to the limited broadcast range of Flarm. The unauthorized use of non-delayed data from G-Track Live is not comparable to the use of public OGN.

Note: Throughout the appeal process the appellant AUS pushed to change the narrative to be about live tracking in general and then compare their use of non-time delayed data from G-Track Live with the use of public OGN and the hypothetical use of a "private OGN" system. The IAT regards these as fallacies and refutes them in detail in Appendix B to the Summary of Facts document version 1.1 (beginning at page 71).

The Appeals Tribunal concluded that Terry CUBLEY as AUS Team Captain and Matthew GAGE both acted intentionally and with a full knowledge of the facts, with the behaviour of the Team Captain arguably being a more serious transgression due to the prior knowledge from previous work within the IGC.

The AUS Team Pilots, may superficially be considered not having been correctly informed by their Team Captain (and Team Coach), and possibly strongly encouraged to not further question the source of the beneficial data. However, from a certain point of time, well before rumours turned into fact, all AUS Team Pilots knew where the data was coming from. Even if it may be imagined that some AUS Team Pilots believed in good faith that data used in the monitoring system developed by their coach was freely available without restriction, it is difficult to consider that this would have been the case for all of them. At any time, any AUS Team Pilot having doubts could have reported anonymously to the organizer, which none chose to do. If the benefit of these data truly would have been zero, as some have claimed, then reporting the matter would have changed nothing, other than disclosure of the data source. Instead, they opted to keep the secret and to potentially benefit from the advantage that access to the data gave every single competition day. The unethical and unsporting actions of the AUS Team Captain and one of their Team Coaches were undertaken on behalf of the AUS Team in order to get each and every AUS Team Pilot an unfair advantage. In the international world of sports there are several precedents where sportspersons are held responsible for the actions of their parties, like coaches or technical teams. For good reason sports have resisted to accept the mechanism of "plausible deniability" because otherwise almost anything would be possible provided the sportsperson is officially kept unaware. The individual sportsperson is responsible for the actions of their team members and just as they would have benefitted from the advantage gained otherwise, they have to bear the consequences for the behaviour of their team members if found to be inappropriate.

2. Jury process for the treatment of the protests

AUS pointed out that a proper process was not followed providing a list of errors (see page 23 of AUS Notice of Appeal).

GBR and GER also underlined incorrect Jury process and listed the failures of the Jury process which they consider as resulting in an appropriate decision (see pages 4 and 5 of GBR/GER Notice of Appeal).

The WWGC Jury President, Gisela WEINREICH, mentioned that she was aware that the procedures to handle the protests had not been applied strictly according to procedure. The high pressure on the Jury within a very short time frame available to handle the protests submitted only in the afternoon of the last championship day may explain that process has not been followed to the last detail.

The Appeals Tribunal did not find conclusive evidence that not having followed due process in the treatment of the protests may have impacted the final decision of the Jury.

In any case, the present appeals outline the difficulty for a Jury to properly handle protests when a large difference in time zones has to be taken into account. In addition, this difficulty is increased with protests submitted at the end of the championship with a very limited time available for their treatment.

Note: To address that situation the Appeals Tribunal suggests IGC and/or CASI to restrict or at least reconsider the possibility to authorize remote Jury members for FAI International Category 1 events, especially World Championships, perhaps also including a review of appropriate deadlines.

3. Improper post competition process pointed by AUS

AUS criticised in their Notice of Appeal the email sent January 28 by Frouwke KUIJPERS, as WWGC Chief Steward and IGC Vice President to express her personal view on WWGC to the GFA Board members.

AUS asserts that her intention was *"warning the Australians not to appeal the decision of the penalty at the Championship"* and that this email *"alluded that if the Australians appealed, then pressure would be applied for the Australian team to be disqualified from the competition, or Australian pilots could be banned from international competition for a future period, or a future World Gliding Championship to be held in Australia in January 2023 would be withdrawn from Australia."*

The Appeals Tribunal understands that this is an interpretation of what is written by Frouwke KUIJPERS in her email, sent ten days after the WWGC was finished. It is arguably the result of a sincere attempt at clarifying the situation at hand and she herself explains it as an honest advice given to the GFA without the intention of any pressuring.

The Appeals Tribunal notes that the interpretation mentioned in the AUS Notice of Appeal differs from the intention of the email's sender. In any case, this email does not breach any rule or procedure and is therefore not regarded as reprehensible by the IAT.

REQUESTS OF THE APPELLANTS

1- AUS appeal

In their Notice of Appeal (See page 34), the nine Australian Team Pilots requested:

- A clear statement that the Jury process was not followed according to the rules governing the competition.
- A statement that the Australian Team Pilots did not participate in unsporting behaviour.
- The penalty of 225 points be removed against each pilot.

- To have the final placings of the championships returned to the position prior to imposition of the penalty.
- To have championship medals and prizes correctly awarded to the respective pilots; and
- A full refund of the appeal fee of $3000 EUR [sic].

2- GBR/GER appeal

In their Notice of appeal (See page 2), Royal Aero Club and Deutscher Aero Club e.V. ask the Appeals Tribunal:

1) to consider the verdict and if the Appeals Tribunal agrees that the decision was incorrect consider imposing the penalty of disqualification upon the Australian Team;

and

2) to consider the procedures used by the Jury and if the Appeals Tribunal agrees that it was incorrect consider ruling the decision of the Jury ineffective and making a new ruling.

APPEALS TRIBUNAL DECISIONS

1. Penalties applicable to the AUS National Team

The International Appeals Tribunal's decision is to regard all competition results of the AUS Team as ineligible because they were gained under irregular conditions, and consequently to invalidate the respective results of all Australian Team Pilots and to disqualify the latter from the WWGC 2019.

The inaction of the AUS Team Pilots to share any knowledge about these irregular conditions, however limited, with competition officials is reprehensible. Even if the pilots only passively benefited from information which their competitors did not have, they have been competing in conditions which were not consistent with the spirit of fair play. However, the Appeals Tribunal recommends FAI to not consider further disciplinary actions against any individual AUS Team Pilot.

As a consequence of the indisputable unsporting behaviour of both AUS Team Captain, Terry CUBLEY, and AUS Team Coach, Matthew GAGE on behalf of the AUS Team in violation of provision 1.12.5 of the FAI Statutes the Appeals Tribunal recommends FAI to consider initiating disciplinary actions against them.

2. Impact on WWGC 2019 final results and IGC ranking

With the penalty applied by the International Jury no AUS Team Pilot was awarded any medal. The decision of the Appeals Tribunal to retroactively disqualify all AUS Team Pilots from the WWGC 2019 therefore does not lead to any redistribution of medals.

However, it must be noted that the complex way of calculating scores in gliding competitions means that simply deleting a pilot from the scoring table in retrospect gives a different result than what can be calculated if said pilot never had joined the competition. The Appeals Tribunal understands that it might be impractical to recalculate the complete competition day-by-day, as if no AUS pilot had ever competed and therefore suggests to simply delete all AUS Team Pilots from the table of final results and from each day results table, alternatively to set their respective final score and each day score to zero with a note "disqualified". This is to be applied to at least soaringspot.com and igcrankings.fai.org as the main distribution channels for competition results in gliding.

The adjusted final results tables in all three classes:

Standard

#	CN	Contestant	Team	Glider	Total	1.	2.	4.	5.	6.	7.	8.	9.	10.
1	XBY	Sarah Arnold	USA	Discus 2	**7,998**	**1** (1,000)	10 (885)	**2** (985)	4 (968)	7 (858)	10 (534)	6 (898)	**1** (1,000)	5 (870)
2	ET	Aude Grangeray	France	Discus 2a	**7,932**	11 (752)	**3** (953)	5 (962)	**1** (1,000)	12 (799)	**1** (600)	5 (900)	**3** (966)	**1** (1,000)
3	L7	Ayala Truelove	United Kingdom	LS 8	**7,601**	14 (685)	11 (874)	**3** (983)	**2** (976)	4 (964)	**3** (575)	14 (780)	**2** (992)	12 (772)
4	FX	Dana Nováková	Czech Republic	LS 8	**7,540**	10 (756)	13 (870)	6 (952)	13 (885)	**3** (997)	13 (532)	9 (820)	6 (925)	10 (803)
5	EU	Hana Treslova	Czech Republic	LS 8	**7,526**	12 (743)	13 (870)	8 (950)	11 (889)	**2** (999)	10 (534)	10 (817)	7 (921)	10 (803)
6	W8	Jana Veprekova	Czech Republic	LS 8	**7,476**	13 (713)	12 (873)	6 (952)	12 (888)	**1** (1,000)	12 (533)	15 (779)	5 (927)	8 (811)
~~7~~	~~LT~~	~~Lisa Trotter~~	~~Australia~~	~~LS 8~~	~~**7,418**~~	~~**2** (926)~~	~~9 (887)~~	~~10 (896)~~	~~7 (937)~~	~~8 (851)~~	~~5 (905)~~	~~**1** (1,000)~~	~~9 (829)~~	~~14 (923)~~
~~8~~	~~CC~~	~~Claire Scutter~~	~~Australia~~	~~LS 8~~	~~**7,325**~~	~~9 (701)~~	~~7 (866)~~	~~12 (870)~~	~~10 (895)~~	~~5 (905)~~	~~7 (904)~~	~~**2** (994)~~	~~12 (774)~~	~~13 (870)~~
7	~~9~~	1A	Akemi Ichikawa	Japan	LS 8	**7,225**	8 (776)	6 (892)	9 (947)	8 (909)	14 (724)	15 (436)	4 (934)	10 (801)	9 (806)
8	~~10~~	JPA	Aude Untersee	France	Discus 2a	**7,134**	16 (0)	**1** (1,000)	4 (965)	14 (883)	6 (884)	5 (565)	**3** (939)	4 (929)	**2** (969)
9	~~11~~	P1	Agata Kaszczuk	Poland	LS 8	**7,112**	5 (801)	16 (835)	15 (850)	6 (957)	10 (831)	16 (434)	7 (854)	16 (703)	7 (847)
10	~~12~~	PO	Serena Triebel	Germany	LS 8	**7,057**	7 (789)	5 (894)	16 (797)	5 (967)	15 (639)	8 (550)	12 (799)	14 (766)	6 (856)
11	~~13~~	S7	Ulrike Teichmann	Germany	LS 8	**7,047**	14 (685)	15 (866)	14 (854)	15 (870)	9 (839)	9 (544)	11 (804)	15 (707)	4 (878)
12	~~14~~	FQF	Cornelia Schaich	Germany	LS 8T	**6,897**	5 (801)	**2** (960)	13 (858)	8 (909)	16 (349)	4 (574)	13 (796)	13 (768)	**3** (882)
13	~~15~~	LOT	Anna Piotrowska	Poland	LS 8	**6,819**	4 (816)	4 (939)	**1** (1,000)	**3** (972)	13 (772)	**2** (576)	8 (829)	8 (894)	16 (21)
~~16~~	~~XZ~~	~~Catherine Conway~~	~~Australia~~	~~Discus 2b~~	~~**5,943**~~	~~**3** (926)~~	~~7 (866)~~	~~11 (896)~~	~~16 (582)~~	~~11 (868)~~	~~14 (525)~~	~~16 (527)~~	~~10 (801)~~	~~15 (152)~~

Club

#	CN	Contestant	Team	Glider	Handicap	Total	1.	2.	4.	5.	6.	7.	8.	9.	10.
1	40	Elena Fergnani	Italy	Discus	1.045	**7,859**	4 (931)	5 (818)	**1** (1,000)	12 (902)	10 (893)	13 (496)	4 (944)	**2** (875)	**1** (1,000)
2	CQL	Christine Grote	Germany	LS 4	1.022	**7,735**	7 (909)	6 (813)	**1** (1,000)	**2** (972)	**2** (944)	8 (520)	**1** (1,000)	**3** (872)	8 (705)
3	V57	Céline Rault	France	LS 4B	1.025	**7,708**	11 (859)	**1** (1,000)	8 (944)	7 (945)	**1** (1,000)	7 (544)	6 (940)	5 (866)	14 (610)
~~4~~	~~IIC~~	~~Jo Davis~~	~~Australia~~	~~ASW 20~~	~~1.035~~	~~**7,703**~~	~~**2** (975)~~	~~**2** (950)~~	~~9 (895)~~	~~**1** (1,000)~~	~~5 (942)~~	~~**2** (574)~~	~~8 (910)~~	~~**1** (900)~~	~~15 (545)~~
4	~~5~~	BM	Sabrina Vogt	Germany	LS 4 WL	1.026	**7,667**	8 (901)	8 (804)	**3** (995)	4 (964)	5 (936)	9 (518)	**2** (990)	6 (859)	9 (700)
5	~~6~~	WH	Claudia Hill	United Kingdom	LS 4	1.025	**7,402**	5 (921)	11 (781)	5 (978)	13 (885)	13 (791)	4 (561)	10 (854)	4 (869)	5 (762)
6	~~7~~	J1	Judyta Czyz	Poland	ASW 19	1.004	**7,378**	**3** (949)	7 (807)	4 (990)	8 (940)	15 (740)	11 (503)	13 (811)	10 (758)	**2** (880)
7	~~8~~	BI	Kinga Tchorz	Poland	SZD-48-3	1.01	**7,324**	6 (919)	9 (799)	6 (976)	5 (960)	16 (730)	12 (500)	14 (807)	11 (756)	**3** (877)
8	~~9~~	UKE	Barbora Moravcova	Czech Republic	ASW 19B	1.008	**7,163**	14 (778)	15 (730)	13 (752)	6 (954)	7 (924)	**1** (600)	**3** (977)	12 (733)	6 (715)
~~10~~	~~KW~~	~~Jenny Sanderson~~	~~Australia~~	~~Mosquito~~	~~1.04~~	~~**7,091**~~	~~**1** (1,000)~~	~~**2** (885)~~	~~17 (665)~~	~~**3** (967)~~	~~14 (744)~~	~~5 (557)~~	~~9 (880)~~	~~10 (726)~~	~~13 (667)~~
9	~~11~~	AJ	Ines Engelhardt	Germany	LS 4	1.029	**7,040**	10 (895)	12 (764)	12 (771)	15 (824)	11 (859)	**3** (571)	11 (845)	14 (703)	4 (808)
10	~~12~~	CQO	Klára Teichmannová	Czech Republic	LS 4	1.025	**7,022**	16 (737)	13 (760)	11 (787)	10 (924)	9 (922)	15 (464)	5 (941)	7 (800)	11 (687)
11	~~13~~	SC	Amélie Audier	France	LS 4	1.022	**6,954**	9 (898)	4 (829)	7 (970)	16 (822)	4 (940)	16 (459)	7 (930)	9 (779)	17 (327)
12	~~14~~	MF	Kathryn Fosha	USA	LS 1 f	1.013	**6,916**	13 (826)	14 (741)	14 (732)	11 (918)	6 (930)	10 (509)	15 (750)	7 (800)	7 (710)
13	~~15~~	JO	Petra Pískatá	Czech Republic	LS 1 f	1.002	**6,576**	15 (761)	10 (797)	10 (813)	8 (940)	12 (832)	17 (426)	12 (816)	17 (497)	10 (694)
14	~~16~~	XJY	Sylvia Grandstaff	USA	LS 7 WL	1.031	**6,299**	12 (841)	17 (330)	15 (717)	14 (874)	8 (923)	6 (550)	16 (734)	15 (644)	12 (686)
~~17~~	~~T1~~	~~Kerrie Claffey~~	~~Australia~~	~~SZD-55~~	~~1.032~~	~~**5,668**~~	~~17 (670)~~	~~16 (601)~~	~~16 (670)~~	~~17 (771)~~	~~17 (710)~~	~~14 (404)~~	~~17 (554)~~	~~16 (600)~~	~~16 (425)~~

18 Metre

#	CN	Contestant	Team	Glider	Total	1.	2.	4.	5.	6.	7.	8.	9.	10.
1	FQ	Mélanie Gadoulet	France	JS 3	**8,137**	4 (985)	**2** (986)	**2** (867)	**3** (979)	**3** (979)	**3** (423)	6 (958)	**3** (994)	**3** (966)
2	FM	Anne Ducarouge	France	JS 3	**8,123**	8 (945)	**1** (1,000)	**3** (862)	**3** (979)	**1** (1,000)	**3** (423)	7 (950)	**2** (996)	**2** (968)
3	1B	Katrin Senne	Germany	JS 3	**7,829**	6 (976)	4 (917)	4 (859)	8 (896)	6 (898)	**2** (434)	**3** (986)	7 (863)	**1** (1,000)
4	51	Elizabeth Sparrow	United Kingdom	ASG 29	**7,739**	**3** (991)	5 (910)	5 (851)	**2** (990)	4 (967)	6 (416)	12 (866)	4 (993)	8 (755)
5	XM	Alena Netusilova	Czech Republic	JS 3	**7,466**	**1** (1,000)	6 (872)	**1** (1,000)	9 (888)	**2** (983)	12 (105)	4 (971)	8 (845)	7 (802)
~~6~~	~~CC~~	~~Alisa McMillan~~	~~Australia~~	~~JS1~~	~~**7,401**~~	~~4 (965)~~	~~12 (730)~~	~~6 (842)~~	~~**1** (1,000)~~	~~7 (802)~~	~~**1** (402)~~	~~**1** (1,000)~~	~~**1** (1,000)~~	~~11 (552)~~
~~7~~	~~HS~~	~~Lisa Turner~~	~~Australia~~	~~ASG 29~~	~~**7,186**~~	~~**1** (1,000)~~	~~11 (770)~~	~~8 (787)~~	~~7 (904)~~	~~10 (780)~~	~~6 (410)~~	~~**2** (995)~~	~~6 (960)~~	~~9 (557)~~
6	~~8~~	ZE	Jana Treslova	Czech Republic	JS 3	**7,036**	9 (936)	10 (826)	10 (619)	12 (794)	11 (771)	8 (316)	5 (969)	5 (985)	6 (820)
7	~~9~~	P	Joanna Biedermann	Poland	JS1 C	**6,658**	14 (757)	13 (655)	9 (670)	10 (843)	14 (717)	5 (419)	10 (886)	12 (794)	4 (917)
8	~~10~~	57	Margherita Acquaderni	Italy	Ventus 3	**6,587**	11 (890)	**3** (939)	11 (612)	11 (829)	12 (754)	11 (123)	9 (891)	14 (708)	5 (841)
9	~~11~~	PT	Stefanie Mühl	Germany	ASG 29	**6,513**	10 (924)	9 (848)	7 (814)	6 (913)	9 (802)	14 (99)	8 (896)	9 (841)	13 (376)
10	~~12~~	ZF	Eva Cerna	Czech Republic	JS 1C	**6,083**	13 (867)	7 (858)	14 (566)	14 (740)	8 (834)	13 (101)	13 (789)	13 (774)	10 (554)
~~13~~	~~J7~~	~~Jenny Thompson~~	~~Australia~~	~~ASG 29~~	~~**5,861**~~	~~7 (972)~~	~~14 (192)~~	~~12 (669)~~	~~5 (970)~~	~~10 (750)~~	~~10 (150)~~	~~11 (879)~~	~~11 (813)~~	~~12 (546)~~
11	~~14~~	MM	Diana Schuit	Luxembourg	JS 3	**5,552**	12 (888)	8 (850)	13 (608)	13 (746)	5 (902)	9 (250)	14 (422)	10 (822)	14 (64)

The IGC ranking of the WWGC 2019 and ranking points awarded to each competing pilot need to be updated, meaning that the complete season 2020 from 1 October 2019 to 30 September 2020 needs to be recalculated and republished on igcrankings.fai.org,

subsequently also necessitating recalculation and republishing of the preliminary results of season 2021.

3. **Appeal deposit**

a) AUS appeal

AUS requested in their Notice of Appeal "*a full refund of the appeal fee of $3000 EUR*". Considering the main request of AUS (removal of the penalty against each pilot*)* is not upheld, the Appeals Tribunal decides to not to refund the AUS appeal deposit.

b) GBR and GER appeals

GBR and GER have filed two identical appeal with a common Notice of Appeal, both paying a deposit of 3000 CHF.

Since both appeals may be considered as upheld on most of the requests the Appeals Tribunal decides to reimburse 2000 CHF to Royal Aero Club (GBR) and 2000 CHF to Deutscher Aero Club e.V. (GER).

4. According to the FAI International Appeals Tribunals Manual the Appeals Tribunal's decisions are immediately enforceable and be put into effect as soon as possible by the FAI Secretary General and all constituent parts of FAI (NACs, ASCs etc). All relevant parties shall be immediately notified.

5. According to the FAI Sporting Code General Section 6.6.2.2., the Appeals Tribunal's decisions are final unless an appeal is filed within 21 days of the publication date of the Appeals Tribunal's decision to the Court of Arbitration for Sport (CAS) in Lausanne, or unless major new factual issues which could have affected the decision are revealed after the decision, in which case CASI shall decide on further action.

IAT JUDGMENT PUBLICATION

Sporting Code General Section paragraph 6.7 "Publication of decision" states: "*The FAI has the right to publish the judgement and give the names of the persons concerned. These persons may not use the publication of the judgement in order to institute proceedings against the FAI or against any person who made the publication."*

Similar unsporting behaviour situations may occur in other events and/or other air sports, which will negatively impact FAI's reputation, and may discourage sportspersons from competing, future championship organizers from bidding for events as well as volunteers from working as officials. The present case has generated considerable public interest and therefore needs to be addressed openly.

FAI must take attention to preserve fair play in air sports events and encourage ASCs to penalize any unsporting behaviour. A clear signal must be given to both competitors and NACs.

Therefore, the Appeals Tribunal recommends that FAI distributes appropriate information, based on this Report and Decisions document together with relevant parts of the Summary of Facts document to all ASC Presidents and NACs.

(end of document)

FAI SPORTING CODE
GENERAL SECTION

2020 Edition

Effective 1st January 2020

Approved by the Air Sport General Commission, December 6, 2019

Ver. 1.1

RIGHTS TO FAI INTERNATIONAL SPORTING EVENTS

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.

Link for FAI Statutes and By Laws

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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

AMENDMENT RECORD

Amended versions of the Sporting Code General Section (GS) are published by the FAI Secretariat, acting for the Air Sport General Commission

www.fai.org/document-compression/52718

Amendment Number to the 2016 edition	ACTION DATE OF AMENDMENT	AMENDED BY (Signature)	AMENDED BY NAME	DATE AMENDED
3.1.3	January 1, 2017	Incorporated in the present document		
2.5.1	January 1,2018			
3.1.6	January 1,2018			
4.1.6	January 1,2018			
4.4.3	January 1,2018			
4.4.3.3	January 1,2018			
4.4.3.3.1	January 1,2018			
4.4.3.3.2	January 1,2018			
4.18	January 1,2018			
5.2.1	January 1,2018			
5.4.2.4	January 1,2018			
5.4.2.6.1	January 1,2018			
7.1.6	January 1,2018			
1.4.1	January 1,2019			
2.2	January 1,2019			
5.5.1.4	January 1,2019			
7.6	January 1,2019			
7.8.1	January 1,2019			
7.8.2	January 1,2019			
6.6.2	April 25,2019			

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INTRODUCTION TO

THE SPORTING CODE OF THE FAI

The Fédération Aéronautique Internationale (FAI), is a world organisation that is concerned mainly with air sport competitions, records, including space activities, and other certified performances.

The FAI unites National Air Sport Control (NAC) organisations, who administer air sports activities in their own countries. The NACs, which are members of FAI, when assembled in the annual General Conference, are the highest FAI policy-making body.

The policies and decisions of the General Conference are implemented by the FAI Executive Board and the Air Sport Commissions. The Executive Board ensures that the Statutes, By-Laws and the Sporting Code are duly observed.

The FAI Sporting Code consists of the General Section and the Specialised Sections.

The FAI Sporting Code deals with two major areas: organized sporting events, such as championships and competitions, and records.

The General Section consists of matters which are common to all air sports and is the responsibility of the FAI Air Sport General Commission (in French, CASI).

The Specialised Sections of the Sporting Code contain rules and procedures for specific air sport activities, and are the responsibility of the appropriate Air Sport Commission (see 2.2.)

Wording: The use of “shall” and “must” implies that the aspect concerned is mandatory; the use of “should” implies a non-mandatory recommendation; “may” indicates what is permitted and “will” indicates what is going to happen. Words of masculine gender should be taken as including the feminine gender unless the context indicates otherwise.

Words importing the singular will include the plural and vice versa.

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So that the following section begins on a front sided-page if printed back-to-back

1 PRINCIPLES AND AUTHORITY OF FAI

1.1 PRINCIPLES

The FAI is the sole international body in control of air sports and aeronautic and astronautic records in the interests of good sportsmanship and fair competition. The Statutes of FAI specify the Sporting Code as the regulatory system by which the FAI administers and controls all air sport activities.

1.2 SPORTING CODE

The Sporting Code consists of the General Section and the Specialised Sections.

1.2.1 The General Section contains the rules and regulations common to all FAI air sport activities. The responsibility for the development and maintenance of the General Section rests with the FAI Air Sport General Commission.

1.2.2 Each Specialised Section contains rules and regulations that apply to a specific FAI recognised air sport discipline. The responsibility for the development and maintenance of each Specialised Section rests with the appropriate FAI Air Sport Commission (ASC).

1.2.3 The Specialised Section for each discipline shall not conflict with the General Section.

1.3 SPORTING CODE AUTHORITY

1.3.1 **NATIONAL AIRSPORT CONTROL (NAC):** The authority for enforcement of the Sporting Code is exercised through the Active and Associate Members who hold Sporting Powers (see FAI Statutes and 2.7 below for a definition) in their own countries. FAI Members thus exercising National Airsport Control are referred to as "NAC".

1.4 AMENDMENTS

1.4.1 The General Section of the Sporting Code may be amended by the Air Sport General Commission and each of the Specialised Sections of the Sporting Code may be amended by the appropriate ASC.

Any amendment to the General Section shall be decided by the CASI Plenary Meeting unless the CASI Plenary Meeting exceptionally delegates the CASI Bureau to act accordingly.

The voting system for the CASI Plenary Meeting is that of a simple majority

1.4.2 Amendments to the General Section shall come into force on the date agreed by the Air Sport General Commission Plenary Meeting. The present Volume should be revised by the CASI Bureau in accordance with any changes in the FAI Statutes or By-Laws which affect existing provisions. The appropriate ASC shall determine the regular date for annual amendments to the Specialised Sections of the Sporting Code for which they are responsible.

1.4.3 Amended versions of the General Section are published by the FAI Secretariat, acting for the Air Sport General Commission. When an amended version is finalised, it will be published on the appropriate FAI web page. The FAI web reference for the latest GS version is as follows:

https://www.fai.org/document-compression/52718

1.4.4 A NAC is responsible for making sure that its officials and other holders of the Sporting Code General Section are aware of the above and are using the correct version for the year concerned.

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So that the following section begins on a front sided-page if printed back-to-back

2 CLASSES AND DEFINITIONS

2.1 CLASSES.

The following classes are valid for all FAI sporting events and records:

Class A: Free Balloons
Class B: Dirigibles - Airships
Class C: Aeroplanes, Electric- and Solar-powered Aeroplanes
Class D: Gliders and Motor Gliders
Class E: Rotorcraft and Multi-Rotors
Class F: Model Aircraft
Class G: Parachutes and Wind Tunnels
Class H: Vertical Take-off and Landing Aircraft
Class I: Human-powered Aircraft
Class K: Spacecraft
Class M: Tilt-Wing/Tilt-Engine Aircraft
Class O: Hang Gliders and Paragliders
Class P: Aero-Spacecraft
Class R: Microlight Aircraft and Paramotors
Class S: Space Models
Class U: Unmanned Aerial Vehicles

2.2 FAI INTERNATIONAL AIR SPORT COMMISSIONS

The FAI Statutes specify the areas of responsibility of each FAI Air Sport Commission (ASC). The following table is provided as a guide. ASC initials are explained in the Glossary 2.7:

FAI COMMISSION		**Sporting Code Section**	**FAI CLASSES**	
Airsport Discipline	**Initials**		**Class Letter**	**DESCRIPTION**
Ballooning	CIA	1	A B	Free Balloons Dirigibles, Airships
General Aviation	GAC	2	C H	Aeroplanes Vertical Take-off & Landing Aircraft
Gliding	IGC	3	D DM	Gliders Motor Gliders
Aeromodelling	CIAM	4 12	F S U	Model Aircraft Space Models Unmanned Aerial Vehicles
Parachuting and Indoor Skydiving	ISC	5	G	Parachutes Wind Tunnels

Aerobatics	CIVA	6	C D	Aeroplanes Gliders
Hang Gliding	CIVL	7	O	Hang Gliders Paragliders
Astronautics	ICARE	8	K P	Spacecraft Aero-Spacecraft
Rotorcraft	CIG	9	E M	Helicopters Tilt Rotorcraft Autogyros Multi - Rotors Compound Helicopters Tilt-Wing/Tilt-Engine Aircraft
Microlights and Paramotors	CIMA	10	R	Microlight Aircraft Powered Hang Gliders Paramotors
General	CASI	11	I	Human Powered Aircraft
General	CASI	General	All	All Classes
General Aviation	CIACA	13	CS CE	Solar-powered aircraft Electrically-powered aircraft

E-mail information distribution lists exist for each ASC. The FAI web pages are on http://www.fai.org

2.3 DEFINITIONS

The following general definitions apply to all ASCs. The detailed definitions and sub-classifications are contained in the Specialised Sections of the Sporting Code.

2.3.1 **AIRCRAFT:** A vehicle that can be sustained in the atmosphere by forces exerted on it by the air. There are two types of Aircraft:

2.3.2 **AERODYNE:** A heavier-than-air aircraft which derives its lift in flight mainly from aerodynamic forces.

2.3.3 **AEROSTAT:** An aircraft lighter than air.

2.4 PERFORMANCE DEFINITIONS.

The definitions of types of performances, flights, courses, etc, shall be determined by each ASC and will be published in the appropriate Specialised Section of the Sporting Code.

2.5 DEFINITION OF CONTINENTAL REGIONS

For the purposes of Continental Regional Championships and Records, the FAI recognises continental regions as follows (in alphabetical order).

2.5.1 **ASIA:** The countries of the Asian Continent and adjacent island countries East of the European Countries defined below in 2.5.3, as far East as Japan and the Philippines. Includes Sri Lanka, Brunei, Indonesia and Chinese Taipei, but excludes Russia.

2.5.2 **AFRICA:** comprising all the countries of the African Continent including the adjacent island countries such as Cape Verde, the Seychelles and Mauritius.

2.5.3 **EUROPE:** comprising all the countries in and to the North of the Mediterranean Sea including adjacent island countries; and the countries to the West of the Caspian Sea; including Iceland, Ireland, Israel, all of Russia, Turkey, and the United Kingdom (Great Britain), but not including Iran (mentioned because it has a boundary on the west side of the Caspian Sea).

2.5.4 **OCEANIA:** comprising Papua New Guinea, Australia, New Zealand, and the countries of the Pacific Ocean to the East as far as the Marquesas and the Touamotu Archipelago, but not including any country listed under Asia above (eg Indonesia, Japan, Philippines).

2.5.5 **NORTH AMERICA:** comprising the countries from Panama to Canada and the Caribbean Islands including Bermuda.

2.5.6 **SOUTH AMERICA:** comprising all the countries from Colombia to Chile and Argentina.

2.5.7 **TEMPORARY MODIFICATIONS FOR SPECIFIC CHAMPIONSHIPS:** with the consent of the Bureau of CASI, and at the request of the ASC concerned, continental regions can be modified for Championship purposes.

2.5.8 **OTHER REGIONAL GROUPINGS:** where championships are regularly approved by FAI in regional groupings which are not the same as the Continental Regions listed herein, the definition of the regional grouping will be placed in this sub-paragraph. The only approved regional groupings are Pan-American and Asian-Oceanic.

2.6 CERTIFICATES OF PROFICIENCY

Certificates of proficiency are documents recognising the level of performance or qualifications of an individual. They may be issued in any of the FAI Disciplines. The requirements and rights accorded to the holders of proficiency certificates are determined by the ASCs and are detailed in the Specialised Sections of the Sporting Code.

2.7 GLOSSARY OF TERMS AND ABBREVIATIONS

This section amplifies a number of terms which are used in the main text and gives some generally accepted definitions and abbreviations relevant to air sports.

A	(FAI Class) - Balloons
Aeronautics	For FAI purposes, aerial activity, including all air sports, at a height equal to or less than 100 kilometres above the earth's surface
AL	Amendment List
Altitude	The vertical distance from mean sea level (MSL). See also `QNH', and `Height'
AMSL	Above Mean Sea Level
ASC	Air Sport Commission
Astronautics	For FAI purposes, activity more than 100 kilometres above the earth’s surface
AUW	All Up Weight / Mass
B	(FAI Class) - Airships/Dirigibles
C	(FAI Class) - Aeroplanes
C	(Temperature) – Celsius
CAS	Calibrated Airspeed (IAS corrected for Instrument and Pressure Errors)
CASI	Commission d'Aéronautique Sportive Internationale (the Air Sport General Commission of FAI)

Certification	The signature on and preparation of certificates and other documents concerned with the process of flight verification with a view to validation of an FAI Flight Performance
CIA	Commission Internationale d'Aérostation, the International Ballooning Commission
CIACA	Commission Internationale des Aéronefs de Construction Amateur, the FAI Amateur-built and Experimental Aircraft Commission.
CIAM	Commission Internationale d'Aéromodélisme, the International Aeromodelling Commission
CIG	Commission Internationale de Giraviation, the International Rotorcraft Commission
CIMA	Commission Internationale de Micro-Aviation, the International Microlight and Paramotor Commission
CIMP	Commission Internationale Médico-Physiolgique, the Medical Commission - a Technical Commission of FAI
CIVA	Commission Internationale de Voltige Aerienne, the International Aerobatics Commission
CIVL	Commission Internationale de Vol Libre, the International Hang Gliding and Paragliding Commission
C of A	Certificate of Airworthiness
D	(FAI Class) - Gliders
DM	(FAI Class) - Motor Gliders
E	(FAI Class) - Rotorcraft (Helicopters and Autogyros)
Earth Model	The mathematical surface upon which geometric calculations are performed. Earth models in use are ellipsoidal, spherical, and planar.
Ellipsoid	For FAI purposes, an ellipsoid is the surface formed by the rotation of an ellipse about its minor axis.
EnvC	The Environmental Commission. A Technical Commission of FAI
F	(FAI Class) – Model Aircraft
FAI	Fédération Aéronautique Internationale, with its headquarters in Lausanne, Switzerland.
FAI Sphere	A sphere of radius 6371 kilometres, exactly.
g	Acceleration due to the force of gravity (9.81 m/sec2)
G	The force on an object under acceleration expressed in multiples of g.
G	(FAI Class) – Parachuting and Indoor Skydiving
GAC	General Aviation Commission
Geodesic	The path of shortest length between two points on a surface
Geodetic Datum	A specification of the shape, size and location in space of the surface of the Earth. Specification of the Geodetic Datum is necessary for unique GNSS solutions, and for map-making. WGS84 (q.v.) is a geodetic datum
GLONASS	Global Orbital Navigation Satellite System, the Russian GNSS system similar to the US GPS
GNSS	Global Navigation Satellite System (Generic term for all systems such as the Russian GLONASS and the US GPS)
GNSS fix	The 4-dimensional (latitude, longitude, altitude, UTC) location of a point in space and time, as determined by a GNSS.
GPS	Global Positioning System (US GNSS System managed by the Departments of Defense and Transportation)
H	(FAI Class) - Vertical Take-off and Landing Aircraft
Height	The vertical distance from a given height datum such as the take-off place. See also `QFE', and `Altitude'
Homologation	The validation of a Flight Performance by an NAC or FAI for record purposes
Host NAC	The NAC of a country in which an FAI Sporting Event is organized
hPa	Hecto Pascal (Pressure unit, equal to a millibar)
I	(FAI Class) - Human Powered Aircraft
IAS	Indicated Airspeed
ICAO	International Civil Aviation Organisation (HQ in Montreal, Canada)
ICARE	International Commission for Astronautics Records
IGC	International Gliding Commission
ISC	International Skydiving Commission
ISA	International Standard Atmosphere as defined by ICAO.

	Reference: Manual of the ICAO Standard Atmosphere (extended to 80 kilometres (262500 feet), Doc 7488-CD, Third Edition, 1993, ISBN 92-9194-004-6.
K	(FAI Class) - Spacecraft
M	(FAI Class) - Tilt-Wing Aircraft
min	Minute, unit of time (UT), compared to `arcmin' which is 1 minute of angle
m/s	Metres per Second
MSL	Mean Sea Level
NAC	National Airsport Control
O	(FAI Class) - Hang Gliders and Paragliders
OO	Official Observer
Organizer	The event organizer approved by, and acting with or on behalf of, an NAC or the FAI
Ornithopter	A machine that achieves and sustains flight by the sole means of flapping wings
P	(FAI Class) - Aerospacecraft
QFE	Altimeter pressure setting that results in an indication of zero on the surface
QNH	Altimeter pressure setting that results in an indication of height above sea level
R	(FAI Class) - Microlights, Powered Hang Gliders and Paramotors
S	(FAI Class) - Space Models
Soaring	The utilisation of the vertical component of movements of air in the atmosphere for the purpose of sustaining flight, without the use of thrust from a means of propulsion.
Space	For FAI purposes, more than 100 kilometres above the earth's surface.
Sporting Powers	The right to organise and conduct FAI Sporting Events, to authorise aeronautic or astronautic record attempts, to appoint officials to supervise FAI competitions and record attempts, to participate in the work of FAI Air Sport Commissions, and to authorise individuals and teams to compete in FAI Air Sport Activities by issuing FAI Sporting Licences
STOL	Short Take Off and Landing
TAS	True Air Speed
U	(FAI Class) – Unmanned Aerial Vehicle
UT	UTC to the local hour convention
UTC	Universal Time Co-ordinated
Validation	An act of ratification or official approval. In FAI terms, the act of approving a Flight Performance (or an element of one such as reaching a Turn Point) for FAI purposes
Verification	The process of checking and assembling evidence with a view to validating a Flight Performance
Vincenty Method	An empirical method used to calculate the distance between pairs of points on the WGS84 ellipsoid Reference: http://www.ngs.noaa.gov/PUBS_LIB/inverse.pdf Example: https://www.fai.org/page/world-distance-calculator
Vs	Stalling Speed
VTOL	Vertical Take Off and Landing
WADA	World Anti-Doping Agency. See http://www.wada-ama.org
WAG	World Air Games. An international sporting event involving several FAI air sports at the same time, see GS 4.1.5.
WGS84 Earth Datum	See WGS84
WGS84	World Geodetic System 1984 – For FAI purposes, this is the standard Geodetic Datum.
WGS84 Ellipsoid	An ellipsoid based on an ellipse with a semi-minor axis of 6356,7523 kilometres and a semi-major axis of 6378,1370 kilometres. The minor axis is the polar axis.

3 SPORTING LICENSES

3.1 SPORTING LICENCE

3.1.1 **STATUTORY RIGHTS**: only FAI members holding FAI Sporting Powers have the right to issue FAI Sporting Licences on behalf of FAI

3.1.2 **HOLDER'S RESPONSIBILITY**: the holder of a Sporting Licence acknowledges that he knows and understands the FAI Sporting Code and commits himself to abide by it. Only holders of a valid FAI Sporting Licence are permitted to participate in FAI sporting events and record attempts.

3.1.3 **ISSUE OF SPORTING LICENCES:** each NAC has the delegated power to issue FAI Sporting Licences on proof of identity to those of its individual members who are either citizens or residents of that NAC's country.

A Sporting Licence shall be considered to have been issued, if the holder is listed on the FAI Sporting Licence database by the authority that is issuing the particular Sporting License together with all the required information and the period of validity of that particular Sporting License.

The required information in the database must include, but is not limited to, the name of the issuing authority, the name and contact details of the holder and a number given by the NAC.

A Sporting License may be issued for one airsport discipline (see 2.2 above) or for multiple airsports disciplines. This information must be clearly indicated in the Sporting License database.

An FAI Sporting Licence shall be recognised by all NACs.

3.1.3.1 Identification

3.1.3.1.1 The citizenship of a person is proved by an identification document stating his citizenship and issued by or on behalf of the government of the country concerned. This document shall be in English and, if not, it must be accompanied by an official English translation.

3.1.3.1.2 The residency of a person means the place where a person usually lives for at least 185 days in each calendar year because of personal and occupational ties, or in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where he or she is living. The residency of a person is proved by an identification document stating his residence and issued by or on behalf of the government of the country concerned or by a sworn statement signed by the NAC President. This document shall be in English and, if not, it must be accompanied by an official English translation.

3.1.3.1.3 The identity of a person without nationality is proved by the residence permit issued by or on behalf of the government of that country of residence. This document shall be in English and, if not, it must be accompanied by an official English translation.

3.1.3.2 A person shall not, at the same time, hold a Sporting Licence issued by more than one NAC. An individual, who under the provisions of 3.1.3.6 elects to transfer from one NAC to another, may be issued a sporting licence by his new NAC only after notification to his former NAC and after withdrawal of any valid sporting licence issued by that former NAC. The Sporting License database will be updated directly by the FAI Secretariat once documentation from both NACs has been received.

3.1.3.3 Although a NAC has the delegated power to issue Sporting Licences, a NAC may delegate that power to other aeronautical bodies within its country and involve such bodies in their distribution. In the event of a Sporting Licence, valid

for one airsport discipline, being withdrawn from an individual for disciplinary reasons, the NAC must ensure that all other Sporting Licences issued to that individual (3.1.3.2) by that NAC are also withdrawn.

3.1.3.4 An NAC may refuse to issue a Sporting Licence.

3.1.3.5 In compliance with FAI Statute 1.8.2, the Secretary General, authorized by the FAI Executive Board or the ASC concerned, may issue a Sporting Licence to an individual who cannot obtain a Sporting Licence under the provisions of 3.1.3.6. This right shall not be exercised with regard to individuals who are either citizens or residents of a country with a NAC that has paid the required annual subscription fees before the due date of March 31 or is under suspension in accordance with 3.1.3 above.

3.1.3.6 Rights of representation

3.1.3.6.1 A citizen of a country may be issued with a FAI Sporting Licence to represent the NAC of that country in First Category sporting events and to participate in Second Category sporting events and in record attempts. For the FAI definition of citizenship, see 3.1.3.1.1 and for changes of representation see 3.1.3.6.4.

3.1.3.6.2 Resident. For the FAI definition of residency, see 3.1.3.1.2.

3.1.3.6.2.1 First Category Events. A resident of a country who is not a citizen of that country may be issued with a FAI Sporting Licence to represent the NAC of that country in First Category sporting events, subject to 3.2.3.6.4 on changes of representation.

3.1.3.6.2.2 Second Category Events and other FAI Activities. A resident of a country who is not a Citizen of that country may be issued with an FAI Sporting Licence by the NAC of his country of residence to participate in Second Category sporting events and such activities as record attempts, subject to 3.1.3.2 which prevents the holding of two sporting licences at the same time.

3.1.3.6.3 Multiple Citizenships. A person who has multiple citizenships may freely select the NAC of one of those countries of citizenship to apply for an FAI Sporting License. If such a person subsequently wishes to change to another country of his/her citizenship, this may be done regardless of place of residence, subject to 3.1.3.6.4 on changes of representation.

3.1.3.6.4 Change of Representation - First Category Events. If a competitor has represented a country in a First Category Event, that competitor must not represent another country in any First Category Event during the twenty four months, or a longer period as specified by a particular ASC, following the month in which the First Category Event, in which the competitor represented the first country, takes place.
Also, see 3.1.3.2, which prevents the holding of two Sporting Licences at the same time. In the exceptional circumstance where, due to geopolitical change and not personal choice, a competitor becomes resident of another country and is no longer eligible to hold a Sporting Licence in the prior country, this time period can be reduced on the condition that the NACs concerned give their written approval and the case is reviewed and approved by the CASI Bureau.

3.1.4 **VALIDITY OF SPORTING LICENCES**: the holder of a sporting licence may be required to produce an official document bearing his photograph and signature in proof of identity.

3.1.5 **WITHDRAWAL OF SPORTING LICENCES**: a Sporting Licence may be withdrawn by the FAI or the NAC that issued it.

3.1.6 **OTHER USE OF SPORTING LICENSE DATABASE DATA**: A NAC may use information from the FAI Sporting Licence database such as FAI ID, while producing other internal documents such as membership cards and proficiency certificates.

3.1.7 **UAV RECORDS**: for attempts on Unmanned Aerial Vehicle (UAV) records under Section 12 of the Sporting Code, an FAI UAV Record Licence will be issued. Other Chapter 3 procedures apply, replacing the term “Sporting Licence” by “UAV Record Licence”. Such

a licence may be issued to a corporate organisation rather than to an individual, normally to the operating authority for the particular type of UAV concerned.

3.2 SURRENDER OF SPORTING LICENCE

3.2.1 A competitor who has been disqualified from participation in an FAI sporting event shall be considered to have surrendered his Sporting Licence to the Event Director. Each ASC will determine the grounds for any disqualification.

3.2.2 The disqualified competitor shall have no right to claim back any part of his entry fee and will not be eligible for any prizes awarded during the event. Any delay in the surrender of the Sporting Licence shall be added to the period of surrender.

3.2.3 During the period of surrender of the Sporting Licence, participation in any FAI sporting activity, including attempts on records, is prohibited. The NAC will determine any period of surrender in addition to the disqualification provided for in 3.2.1.

3.2.4 Disqualification will be grounds for disciplinary action by the NAC concerned, and the Event Director shall send details of the surrendered licence to the disqualified competitor's NAC at the end of the event, together with a written summary of the circumstances. The NAC will be responsible for updating the Sporting License Database within seven days with any change resulting from such disciplinary action.

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4 SPORTING EVENTS

4.1 CLASSIFICATION OF EVENTS

A Sporting Event is any air sport event or other defined contest organized by or on behalf of either an NAC or FAI. For classification purposes, the definitions in 4.1.1 to 4.1.5 apply. Other definitions and classifications may be contained in the Specialised Sections of the Sporting Code.

4.1.1 **NATIONAL SPORTING EVENT:** a Sporting Event open only to participants of the organising NAC.

4.1.2 **INTERNATIONAL SPORTING EVENT**: a Sporting Event in which entry is open to more than one NAC or to individual participants, all of whom hold a valid Sporting License, which collectively are issued by more than one NAC.

4.1.3 REGIONAL CHAMPIONSHIPS

4.1.3.1 CONTINENTAL CHAMPIONSHIP. An International Sporting Event open to participants from all NACs within a specific Continental Region defined in the Sporting Code (see para 2.5) and, in case of vacancies, to participants from other invited non-eligible NACs. The competitor, or team from one of the NACs within that specific region, with the highest aggregate score at the end of the event, shall be the winner and be awarded the title of Continental Region Champion.

4.1.3.2. CHAMPIONSHIPS FOR OTHER REGIONAL GROUPINGS. As above but for other regional groupings of countries not included in 2.5 but approved by the Air Sport General Commission for the specific championship concerned. This includes groupings within continents or trans-continental groupings.

4.1.4 **WORLD CHAMPIONSHIP**. An International Sporting Event open to participants from all NACs, and in which the winner is awarded the title of World Champion.

4.1.5 **WORLD AIR GAMES**. An International Sporting Event involving several FAI air sports at the same time and open to participants from NACs. Rules for the WAG are available from FAI. CASI will approve the General Rules for the WAG. For the WAG, where these General Rules are in conflict with the Sporting Code, the General Rules will prevail.

4.1.6 **MULTI-SPORT COMPETITIONS**. A Competition where Sporting Events for one or more Air Sports are included, but which also include Sports other than Air Sports. To the extent that the Events are under FAI control, the FAI Sporting Code and, as far as possible, the Competition Rules for First Category Events will be used. To fit the concept of the Competition these Rules may be adapted by the ASC(s) concerned and the FAI Executive Board/Head Office may agree to propose a special event. The final Event Rules shall be approved by both the ASC(s) and the FAI EB as per 4.4.3.

4.2 REGISTRATION OF INTERNATIONAL SPORTING EVENTS.

The FAI maintains and publishes an International Sporting Calendar. In order to be recognised, an International Sporting Event must be registered in the FAI Sporting Calendar by the NAC(s) authorising or organizing it. Such registration must be received by the FAI Secretariat a minimum of thirty days before the starting date of the event or at an earlier time if specified by an ASC in its Specialised Section. This registration may be submitted in any FAI approved format.

4.3 RECOGNITION OF SPORTING EVENTS

4.3.1 Unless otherwise decided by the FAI General Conference, Sporting Events registered in the FAI Sporting Calendar (4.2) must be held in accordance with FAI rules.

4.3.2 In addition to 4.3.1, registered Sporting Events taking place in a year will only be recognised if the organising NAC has fulfilled all its obligations to FAI.

4.4 SPORTING EVENTS LISTED IN THE FAI SPORTING CALENDAR

FIRST CATEGORY EVENTS

4.4.1.1 World Air Games, as approved by the General Conference.

4.4.1.2 World and Continental Regional Championships, as approved by the ASCs and confirmed by the Executive Board as part of its approval of the FAI Sporting Calendar (Statute 4.2.2.11).

4.4.1.3 International Sporting Events approved by the ASCs concerned.

4.4.1 **SECOND CATEGORY EVENTS**: other International Sporting Events organized by or under the authorisation of NACs.

4.4.2 **MULTI SPORT COMPETITIONS**. As approved by the FAI EB. The approval shall include whether the participants are individuals representing a NAC (becoming a National Delegation) or are independent individuals, as agreed with the Competition Organiser.

4.4.3 EVENT ENTRY CRITERIA

4.4.3.1 First Category Events. Entry is restricted to National Delegations representing a NAC and to FAI Participants (see 4.5.1). A minimum of 4 NACs or such higher number of NACs, as is determined by the relevant ASC, shall have entered by the end of the official registration period, as defined by the ASC, with entry fees paid. If there is less than the required minimum of NACs so entered, the relevant ASC shall decide whether the event will take place and shall also decide whether or not the title of Champion will be awarded.

4.4.3.2 Second category events. Entry is open to National Delegations representing a NAC and, at the discretion of the Organiser, to individual participants holding a valid Sporting License. The minimum number of entries shall be laid down in the rules for the event.

4.4.3.3 Multi-Sport Competitions. Entry is open by invitation from the Organiser to participants representing a NAC (becoming a National Delegation) or/and participants both as nominated to them by the FAI according to the following procedures:

4.4.4.3.1 The selection process for participants representing a NAC is that the relevant ASC(s) may set the minimum performance standards required for participation, and/or limit the number of participants. After the NACs have nominated their participants, then the ASC(s) has the right to refuse any nomination and ask for an alternate.

4.4.4.3.2 The selection process for participants is that these are nominated by the relevant ASC(s). After the NACs who issue their FAI Sporting Licence have been advised of the nominations then the NAC has the right to refuse any nomination and suggest an alternate.

4.4.4 **FREQUENCY AND LOCATION OF EVENTS:** each ASC shall determine the frequency and location of its events in accordance with the following principles:

4.4.4.1 World and Continental Championships should be held approximately every two years in any discipline or class in accordance with the provisions of the Specialised Sections of the Sporting Code.

4.4.4.2 As far as possible World and Continental Championships should not be held in the same calendar year.

4.5 PARTICIPANTS

4.5.1 **ENTRANT:** a person or NAC from whom a completed entry form has been received for participation in a sporting event. A person or persons unable to represent an NAC may be authorized to participate by the FAI Executive Board or the ASC concerned, such person or team being defined as FAI Participants.

4.5.2 **COMPETITOR:** a person entered and competing in a sporting event.

4.5.3 **TEAM:** a group of two or more competitors, the combined performance of which is counted for the result.

4.5.3.1. NATIONAL TEAM. A group of two or more competitors representing one NAC.

4.5.3.2 INTERNATIONAL TEAM. A group of two or more competitors, who collectively represent more than one NAC or are FAI Participants, as defined in 4.5.1 but excluding an FAI team.

4.5.3.3 FAI TEAM. A group of two or more FAI Participants.

4.5.4 **CHAMPION:** the title conferred upon the winner of a World or Regional Championship. The winner of a World Air Games competition will be awarded the title World Air Games Champion for the competition concerned.

4.5.5 PARTICIPATION

4.5.5.1 International Sporting Events taking place in a year are open only to NACs that have met all their obligations to FAI.

4.5.5.2 Every NAC organising an International Sporting Event must make every reasonable effort to ensure admission into its country to any entrant entitled to participate in the event. If the organizing NAC finds that, for any reason, an entrant of another country may be or will be refused admission, it shall immediately inform the FAI Secretary General, the ASC President concerned and the NAC of the entrant.

4.5.5.3 FAI Participants may be invited to participate in international sporting events providing that the organizing NAC and the relevant ASC approve.

4.5.5.4 In team events the relevant ASC may restrict the participation of International Teams in First Category Events.

4.6 REPRESENTATION RIGHTS

4.6.1 In First Category international sporting events, a competitor represents the NAC that issued the FAI Sporting Licence, unless he belongs to a international team. NACs are responsible for ensuring that holders of their FAI Sporting Licences who participate in Second Category international sporting events abide by the FAI Sporting Code and the rules and regulations for the event.

4.6.2 FAI competitors or teams complying with 4.5.1 and/or 4.6.1 may be invited to participate in international sporting events, providing that the organizing NAC confirms that vacancies exist.

4.7 OFFERS TO HOST FAI SPORTING EVENTS

4.7.1 **BIDS:** bids by or on behalf of an NAC to hold a First Category Event shall comply with the specific regulations issued by the ASC responsible.

4.7.2 **ADMISSION INTO A COUNTRY:** the bid must provide details of any conditions of admission of participants to the country or location of the event. If any restrictions are proposed or found, the FAI Executive Board shall decide whether they are acceptable, having taken advice on sporting aspects from the ASC concerned and the CASI Bureau.

4.8 GENERAL REGULATIONS FOR FAI SPORTING EVENTS

4.8.1 **FIRST CATEGORY EVENTS:** General Regulations for First Category Events shall be contained in the Specialised Sections of the Sporting Code. Competition Rules for a particular event shall not conflict with the rules in the Sporting Code. They shall be approved in advance by the ASC concerned and must not be changed thereafter.

4.8.2 **SECOND CATEGORY EVENTS:** General Regulations and Competition Rules for Second Category Events shall be based, as far as appropriate, on those for First Category Events and must not conflict with them in principle.

4.8.3 **FAI AUTHORITY:** the Rules, Regulations, programme and all other official documents shall carry the statement of FAI authority and display the FAI logo.

4.8.4 **COURTESY INVITATIONS:** organizers shall ensure in respect of First Category Events, that courtesy invitations are issued (e.g. to the Opening / Closing ceremonies) to the FAI President and to the President of the relevant FAI Air Sport Commission. Such invitations shall make clear the extent of the hospitality, if any, which the Organizer is in a position to offer.

4.8.5 **LANGUAGE:** the rules, regulations and information circulated to NACs and competitors or issued during the event shall be in English and, at the discretion of the Organizers, French and/or the language of the host country. In all interpretations the English language version shall prevail.

4.8.6 **INSURANCE:** Competition organizers should consider obtaining Public Liability Insurance to protect participants and Organizers. Organizers should consider recommending that participating NACs and/or competitors carry individual health and accident insurance. Where an organiser of an FAI event provides or facilitates insurance for such an event, then any such insurance must comply with the minimum requirements set by the contest rules.

4.9 ENTRIES

Entry applications to a First Category Event shall be made only through the NAC of which the applicant holds a Sporting Licence or, in the case of an FAI applicant, through the FAI.

4.10 RESPONSIBILITY OF THE ENTRANT

4.10.1 **ACCEPTANCE OF SPORTING CODE, RULES AND REGULATIONS:** The entrants and competitors are required to know, understand, accept and abide by the Sporting Code and the rules and regulations for the event, and by entering are deemed to accept them without reservation. They should appreciate that they represent the National Team of their NAC, or, in Second Category Events, are ambassadors for their country and that they should compete in a sporting manner and that their behaviour must be beyond reproach.

4.10.2 **DOPING, ALCOHOL, ILLNESS AND INJURY:** this is a brief outline from the document "FAI Anti-Doping Rules and Procedures", published by FAI and agreed by the World Anti-Doping Agency (WADA) for application to Air Sports.

4.10.2.1 Definition. Doping consists of the use or attempted use of one or more prohibited substances or methods, or of blood or blood products, or of manipulation aimed at making these difficult to detect. This may be intentional, unintentional, involve negligence or omission, or in any other circumstances. A doping offence is also committed by refusal or failure to comply with doping control testing, tampering with doping control, possession of a prohibited substance or method, or aiding a doping offence.

4.10.2.2 Policy. FAI policy is to prevent misuse, malpractice and cheating, in this case where doping is concerned. Doping is contrary to the FAI principles of equity and fair play and is potentially damaging to the health and safety of participants in Air Sports.

4.10.2.3 Prohibited Substances. These are those in the WADA standard list valid at the moment of testing (listed on www.wada-ama.org). The FAI also includes alcohol (above a defined level) for flight safety reasons.

4.10.2.4 Competitor responsibilities. All competitors entering sporting events under FAI rules shall accept that they may be required to submit to, and co-operate with, doping control measures. Entrants with a documented medical condition requiring the use of a Prohibited Substance or a Prohibited Method must before the event concerned have obtained a Therapeutic Use Exemption (TUE) in accordance with FAI Anti-Doping rules. In addition, for reasons arising during or immediately before the event, a competitor taking any drug or medication, or suffering from a medical condition, illness or injury, which might either compromise safety or invalidate a licence, must inform the Contest Director in writing before competing.

4.11 ACCEPTANCE OF ENTRIES

4.11.1 An entry shall be accepted only if made on an official entry form accompanied by the full entry fee and received by the specified closing date.

4.11.2 Late entries may be accepted at the discretion of the Organizer only when there is good reason for the delay and if there are sufficient vacancies.

4.11.3 Entry form details and procedures shall be determined by an ASC and Organizers must make such forms and procedures available on any internet web site for the event. Entry forms which are incomplete or contain inaccurate information may not be accepted.

4.12 CHANGE OF ENTRIES

Change of entries may be made only up to the time stated in the Competition rules but necessarily before the start of the event. Change of competitors, equipment or class can be made only as stated in the Rules and Regulations for the event.

4.13 REJECTION OF ENTRIES

The Organizer of the event may not reject an entry to a First Category Event made in good faith and complying with the terms of the entry.

4.14 RETURN OF ENTRY FEES

4.14.1 If an event does not take place, entry fees shall be returned in full. If the event does take place, but for reasons of force majeure, it is cancelled or stopped, unused fees, as determined by the relevant ASC, shall be paid back. Before a cancellation decision is made, the relevant ASC shall consult the FAI Secretary General who will inform and consult as necessary. Actions will be assessed on a case-by-case basis. In cases with political implications for FAI, the Executive Board may be involved.

4.14.2 A competitor who or a team which withdraws from an event after having had their entry accepted may be entitled to a full or partial refund of the entry fees paid, in accordance with criteria established by the relevant ASC. Such criteria must be clearly stated in the FCE bid regulations issued by the relevant ASC (see 4.8.1)

4.15 RESULTS AND PRIZE-GIVING

4.15.1 **JURY APPROVAL**: The results of an International Sporting Event shall be final only when all protests have been dealt with by the Jury and the Jury has ceased its functions. The final results must be made public before the prize-giving is held.

4.15.2 NOTIFICATION OF RESULTS

4.15.2.1 The results of a First Category Event shall be sent electronically to the FAI Secretariat if possible before the prize-giving and in any case within (24) hours of the end of the event.

4.15.2.2 The results of any FAI air sport event shall be made available, in a suitable format, to the host NAC, all competitors and the NACs they represent and for First Category Events to the FAI Secretariat without delay.

4.15.2.3 For First Category Events, the FAI Secretariat shall be advised by the President of the Jury, within a maximum of eight days of the end of the event, of the number of protests made, together with the numbers of protests withdrawn, upheld or failed, and the respective Jury decisions.

4.15.3 PRIZE-GIVING

4.15.3.1 At First Category Events the FAI flag must be flown and the FAI Anthem played. The flags of the countries of the competitors placed first, second and third in each class must be flown and the national anthem of the countries of the champion must be played. In case there is a tie for the position of the champion then the national anthem of the countries of the champions must be played.

4.15.3.2 The FAI shall award gold, silver and bronze medals in each World or Continental Region Championship and for the World Air Games. These medals shall be supplied by the FAI Secretariat or, if not supplied by the FAI Secretariat, shall conform to the FAI medal specification. They will be awarded to competitors placed first, second and third in the overall Championship, including Women's and Junior categories if appropriate. All medals are funded from within the ASC concerned. Costs may be passed on to the Organizer if the ASC so decides. If requested by an ASC, FAI gold, silver and bronze medals may also be awarded to all members of teams competing for a single placing (for example, formation skydiving, team racing in aeromodelling, etc). Where teams are based on individual results achieved in the championship, gold, silver and bronze medals may be awarded to the team managers only of such teams placed first, second and third, and, if the ASC decide, smaller FAI Team medals may be awarded to all members of such teams. The large FAI medals for winning teams are to be forwarded by the team manager to the appropriate NAC or other body which the team is representing. An FAI Diploma may be awarded to other competitors if an ASC so decides. The Organizers may award further prizes at their discretion, and additional diplomas may be awarded where the results for male and female competitors are separate.

4.15.3.3 All medals, diplomas and prizes, whether trophies or money, which are referred to in the Sporting Code or the Rules and Regulations of an event, shall be presented not later than at the official prize-giving. Any exceptions to this provision may be authorised by an ASC.

4.16 EQUIPMENT/ DEVICES

In each Specialised Section, ASCs may specify the technical standards and criteria for any equipment, electronic or mechanical devices and scoring systems to be used.

4.17 AGE CATEGORIES

Each ASC may define Age groups classification that will be followed for Category 1 or Category 2 events. (Seniors, Juniors, Under-18, Under-20 etc)

A competitor shall be eligible to compete in an age group competition under FAI Rules if he is within the age range specified in the relevant age group classification. A competitor must be able to provide proof of his age through presentation of a valid passport or other form of documentation issued by a competent authority. A competitor who fails or refuses to provide such proof shall not be eligible to participate in such a group.

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5 CONTROL OF SPORTING EVENTS

5.1 NAC RESPONSIBILITY

5.1.1 **CONTROL AND CERTIFICATION:** Each NAC is responsible for the control and certification of all FAI sporting events, records and badge flights made under its control.

5.1.2 **VERIFICATION:** The FAI may at any time request proof that a performance, record or event was controlled in accordance with the Sporting Code regulations. It may refuse recognition if it finds the evidence to be insufficient.

5.2 OFFICIALS CONTROLLING PERFORMANCES

5.2.1 **OFFICIAL OBSERVERS:** the Officials who control a performance must be registered with an NAC as an Official Observer. Official Observers are empowered to control and certify events for FAI records and badge flights. They must know and understand the FAI Sporting Code and the rules and regulations for the specific events to be certificated. ASCs will determine qualification criteria for official observers in their respective air sport activities, and publish these criteria and duties in the Specialised Sections of the Sporting Code. Such qualification shall be certified by the official observer's NAC.

5.2.2 **ELIGIBILITY:** an official observer in any record or badge flight attempt must be independent and not be perceived to have a conflict of interests.

5.2.3 **PRESENCE:** an Official Observer may only certify an event related to a performance if he is present at the event for which certification is required. He may certify a constituent fact if he arrives soon after and there is absolutely no doubt about verification.

5.2.4 In the event a performance is evaluated on video evidence, only one Official Observer need be present to verify the recording and the performance may be evaluated using that recording by the required number of official observers at a later date or through an internet connection.

5.2.5 TEMPORARY STATUS

5.2.5.1 Temporary Official Observer Status is assumed for Air Traffic Controllers on duty for observation of take-offs, start and finish lines, turn or control points and landings. Officially registered assistants and officials during a World or Continental Championship or other competitions as specified in the Specialised Sections of the Sporting Code, acting under the authority of the Director of the Championship, may also act as Official Observers.

5.2.5.2 Where an occurrence takes place outside the operational area of an Official Observer, the occurrence may be certified by two independent witnesses within whose skills or competence it is, who give their addresses and state in writing the information required by the pertinent section of the Sporting Code. Certification by other than Official Observers must be countersigned by an Official Observer after he has verified the statements.

5.2.6 **VIOLATION OF DUTY:** in case of violation of duty the appointment of an Official Observer will be withdrawn. Negligent certifications or wilful misrepresentations will be grounds for disciplinary action by the NAC concerned.

5.3 RECORDS DURING FAI SPORTING EVENTS

Where a record may have been achieved as part of a sporting event, the Organizer shall, if requested, cooperate with the claimant in assembling and submitting the information and taking other actions required, such as notifying the relevant NAC and FAI within the set period (see 7.8) for International Records. The claimant is still responsible for ensuring that all claim procedures are carried out.

5.4 OFFICIALS IN FIRST CATEGORY INTERNATIONAL SPORTING EVENTS

5.4.1 INTERNATIONAL OFFICIALS

5.4.1.1 Matters of advice, arbitration or rule interpretation shall be the responsibility of the International Jury, as defined in 5.4.2. Matters of subjective evaluation of performance shall be the responsibility of FAI Judges, as defined in 5.4.3. International Jury members and FAI Judges are International Officials acting on behalf of the FAI and shall have been appointed or approved by the ASC concerned.

5.4.1.2 An International Official may hold only one of the above offices in an event. He may not be a competitor, nor hold any operational position in the organisation.

5.4.1.3 The International Officials in any one group or position must be resident in a country, whose NAC is not currently suspended from FAI membership and must all be from different countries, unless the ASC concerned specifies otherwise.

5.4.2 THE INTERNATIONAL JURY

5.4.2.1 An FAI First Category event shall have an International Jury to deal with protests and monitor the conduct of the event and ensure that the results are sent to the FAI Head Office in accordance with 4.15.2.1. The composition of the International Jury may be either representative or nominated. The Specialised Sections of the Sporting Code shall state which Jury system is to be used and may state further criteria for qualification as a Jury Member.

5.4.2.2 Representative Jury - is one in which the Jury President is appointed by the ASC governing the event and in which the members are one from each competing NAC. They shall qualify for the jury service according to the relevant Specialised Section of the Sporting Code.

5.4.2.3 Nominated Jury - is one in which the President is appointed by the ASC concerned. The members consist of two or four persons appointed by the ASC according to the relevant Specialised Section of the Sporting Code. Each Jury Member must be resident in a country whose NAC is not currently suspended from FAI membership.

5.4.2.4 Jury President. In addition to being the Chairman at Jury meetings, the Jury President has the right to require the Organizer to abide by the FAI Sporting Code and the published rules and regulations for the event. If the Organizer fails to do so, the President of the Jury has the power to interrupt the event until the situation has been reviewed by the Jury. The Jury has the right to cancel the event if the Organizer fails to abide by the FAI Sporting Code and published regulations. Consequences pursuant to the Organizer Agreement which may be applicable are in any event reserved. They may recommend to the FAI Head Office that all entry fees be returned.

5.4.2.5 Jury Members. A Jury member must possess a thorough knowledge of the relevant Sporting Codes and the rules and regulations for the event. An International Jury Members Handbook is available from FAI if desired by an ASC. At least one Jury member is to be on site during competition operations.

5.4.2.6 Meetings of the International Jury

5.4.2.6.1 Attendance. Participation at Jury meetings is compulsory for Jury members, either in person or remote or as specified on the Specialized volumes of the Sporting Code, except for special reasons such as illness or emergencies. In such cases an eligible replacement nominated by the Jury member concerned, or by the President of the ASC or his representative may be accepted by the Jury President. The Event Director and the Claimant have a right to give both written and oral evidence before a jury. Treatment of protests is dealt with in 6.3.

5.4.2.6.2 Recording of Evidence. The record of jury actions, the decision and the reasons for it, and copies of evidence, shall be sent to FAI by the Jury President in case an appeal to FAI is made later.

5.4.2.6.3 Quorum. A quorum for a Representative Jury is 2/3 of the total membership, including the President of the Jury. A quorum for a Nominated Jury is three, including its President.

5.4.2.6.4. Voting. Decisions shall be reached by a simple majority. A secret ballot shall be held, if requested by a jury member.

5.4.2.7 Dissolution of the International Jury

5.4.2.7.1 The Jury shall only cease its functions after it has given its decision on all protests which 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.

5.4.2.7.2 The last action of the Jury is to verify and approve the competition results of the event and declare the event valid providing it has been conducted in accordance with the rules and the decisions of the Jury.

5.4.3 FAI JUDGES

5.4.3.1 ASCs shall appoint Judges for events requiring, in whole or in part, subjective evaluation of a performance or for other duties as specified in the specialised sections of the Sporting Code.

5.4.3.2 The ASC concerned shall decide upon the qualifications, experience and knowledge of rules and regulations required for its Judges.

5.4.3.3 NACs shall submit to the ASC concerned the names of candidates for recognition as International Judges. Upon recognition the ASC will make available to FAI a list of those Judges.

5.4.3.4 The Chief Judge shall be appointed by the ASC concerned and has the responsibility to organize the work to be carried out by the International Judges and to report results to the Event Director.

5.5 OPERATIONAL OFFICIALS

The NAC hosting a First Category Event shall appoint an Event Director, Stewards and such other Operational Officials as is required by the ASC concerned.

5.5.1 THE EVENT DIRECTOR

5.5.1.1 The Event Director shall be in overall operational charge of the sporting event. He shall have a Deputy Director and Technical Officials to assist him. The Event Director and Deputy shall be approved by the relevant ASC.

5.5.1.2 The Event Director is responsible for good management and the smooth and safe running of the event. He shall make operational decisions in accordance with the rules of the Sporting Code and competition rules. He can penalise or disqualify a competitor for misconduct or infringement of the rules. He shall attend meetings of the International Jury and give evidence if requested.

5.5.1.3 The Event Director shall publish the officially accepted entry list prior to the start of the event, issue daily results and the article on the event from the event Public Relations Officer and send the final entry list, full results and details of protests to the hosting NAC and to FAI within the specified time limits.

5.5.1.4 The person responsible for scoring as per the relevant Discipline Competition Rules is responsible to provide the Jury with a signed-off copy of the final results to enable the Jury to act in accordance with 5.4.2.7.2.

5.5.2 STEWARDS

5.5.2.1 Stewards are advisers to the Event Director. They watch over the conduct of the event and report any unfairness or infringement of the Rules and Regulations or behaviour prejudicial to the safety of other competitors or the public or in any way harmful to the sport. They assemble information and facts concerning matters to be considered by the International Jury. Specific rules on the appointment and duties of Stewards may be included by an ASC in its Specialised Section of the Sporting Code.

5.5.2.2 A Steward has no executive powers. He must not be a member of the Organising Committee. A Steward may attend a meeting of the International Jury as an observer or witness.

5.6 OFFICIALS IN SECOND CATEGORY EVENTS

5.6.1 The organisational structure in Second Category Events will be similar to that in First Category Events, but may be simplified.

5.6.2 The Jury and Panel of Judges if any, need not be of international composition.

5.6.3 The Specialised Sections of the Sporting Code may specify further requirements.

6 COMPLAINTS, PENALTIES, PROTESTS AND APPEALS

6.1 COMPLAINTS

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

6.1.2 Prior to an international sporting event a complaint may be made by an NAC to the host NAC. Such a complaint may concern only failure of the Organizer to comply with regulations for entry or the eligibility or refusal of an entry. A copy of such a complaint shall be sent immediately to the FAI Secretariat, who shall keep the President of the relevant ASC informed.

6.1.3 At any time during the event, a competitor or a team who is dissatisfied on any matter should first ask the appropriate official for assistance. If still dissatisfied, a complaint may be made, by the competitor or through the team leader, to the Event Director or his designated official. Complaints must be made as soon as possible after the event giving rise to the complaint, and shall be dealt with expeditiously.

6.2 PENALTIES AND DISQUALIFICATIONS

6.2.1 A competitor may be penalised or disqualified from participation in a Sporting Event in accordance with provisions designated by the ASC concerned.

6.2.2 Penalties may be imposed for Technical Infringements (including, but not limited to, failure to comply with rules caused by mistake or other inadvertence), Serious Infringements (including, but not limited to, dangerous or hazardous behaviour or actions) and Unsporting Behaviour (including, but not limited to, cheating or unsporting behaviour, including deliberate attempts to deceive or mislead officials, bringing FAI into disrepute, wilful interference with other competitors, falsification of documents, use of forbidden equipment or prohibited drugs and violations of airspace) at the discretion of the ASC concerned.

6.2.3 The ASC concerned shall decide where, when and how any penalties or disqualifications from participation are applied.

6.2.4 The ASC concerned shall decide how notification of any penalties and disqualifications will be published.

6.3 PROTESTS

6.3.1 A protest against a decision on a complaint as described in 6.1.2 must be made prior to the start of the event.

6.3.2 If dissatisfied with the decision on a complaint made during the event, a competitor or team leader has the right of protest. Such a protest must be made in writing, in English, and be handed by the Team Leader to the Event Director together with the protest fee within the time limit, both established by an ASC. If a competitor has no separate team leader, he may lodge the protest himself. The amount of the protest fee and the time limit within which a protest must be made shall be stated in the rules for the event.

6.3.3 Normally, the deposited fee is returnable only if the protest is upheld, or is withdrawn prior to the hearing by the Jury.

6.3.4 All non-refunded deposit fees from protests will be sent by the Jury to the FAI, for the attention of the Secretary General, within 28 days of the conclusion of the event. The fee will then be segregated for the use of the ASC concerned.

6.4 TREATMENT OF PROTESTS

6.4.1 The Event Director must present any protest to the Jury President without delay. The President shall call a meeting of the International Jury within 24 hours of receiving a protest, unless a different period is stated in the relevant Sporting Code or the local regulations.

6.4.2 The Jury shall hear all involved parties on the matter of any protest, applying the relevant FAI regulations and the rules for the event.

6.4.3 The President of the Jury shall report the result and a summary of any relevant considerations in writing to the Event Director without delay, who shall make public the President's report.

6.5 APPEALS

An NAC may appeal to FAI on matters concerning international sporting events and record attempts and against a decision relating to a dispute of a sporting nature in accordance with the provisions of this chapter.

6.5.1 **RIGHT OF APPEAL:** the right of appeal to FAI rests with the NAC concerned, except for matters under 4.10.2 for which the person concerned has a right of appeal. The FAI Air Sport General Commission (CASI) is responsible for the treatment of appeals.

6.5.2 **NOTICE OF APPEAL:** notice of Appeal to FAI must be made in writing in English and addressed to the FAI Secretary General by the authorized representative of the NAC concerned or by the individual concerned in matters under 4.11.2. It shall be accompanied by all necessary documents and a deposit. The amount of the deposit shall be fixed each year by FAI.

6.5.3 **TIME LIMIT:** an appeal to FAI must be received at FAI Headquarters within 90 calendar days from the incident, action or announcement of the decision leading to the appeal. This time may, in special circumstances, be extended by the CASI Bureau.

6.6 TREATMENT OF APPEALS

6.6.1 If directed by the FAI Executive Board, in the case of an Appeal concerning international sporting events and record attempts (Statute 5.2.3.2.4), CASI will act as the FAI Final Court of Appeal.

6.6.1.1. In this case CASI will work in accordance with the principles of the FAI International Appeals Tribunal Manual in the same manner as the International Appeals Tribunal.

6.6.1.2. Decisions of CASI acting as the FAI Final Court of Appeal are final unless an appeal is filed within 21 calendar days of the publication date of CASI's decision to the Court of Arbitration for Sport (CAS) in Lausanne, or unless major new factual issues which could have affected the decision are revealed after the decision, in which case CASI shall decide on further action.

6.6.2. In the case of an Appeal concerning disputes of a sporting nature (Statute 5.2.3.2.5), if an appeal has been made in accordance with 6.5.2 and 6.5.3, CASI will establish an International Appeals Tribunal of three members, one of whom shall be appointed Tribunal Chairperson. The members, who shall be independent of the parties involved, will be appointed by the CASI Bureau, upon recommendation from the CASI President, who shall also designate the Tribunal Chairperson.

6.6.2.1. The International Appeals Tribunal will work in accordance with the provisions of the FAI International Appeals Tribunal Manual.

6.6.2.2. Decisions of the International Appeals Tribunal are final unless an appeal is filed within 21 calendar days of the publication date of the Tribunal's decision to the Court of Arbitration for Sport (CAS) in Lausanne, or unless major new factual issues which could have affected the decision are revealed after the decision, in which case CASI shall decide on further action.

6.7 PUBLICATION OF DECISION

The FAI has the right to publish the judgement and give the names of the persons concerned. These persons may not use the publication of the judgement in order to institute proceedings against the FAI or against any person who made the publication.

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7 INTERNATIONAL RECORDS

7.1 DEFINITION OF AN INTERNATIONAL RECORD

An International Record is a World Record and/or a Continental Regional Record. It represents the best performance certified by the FAI and established in a FAI Class, Sub-class, Category or Group as specified in the Sporting Code GS and/or Specialised Section. Classes are listed in 2.1 above. Sub-classes, Categories and Groups shall be defined in the Specialised Sections

7.1.1 Types of records (e.g. altitude, altitude with payload, distance and/or speed over different courses) should be specified for each FAI Class in the appropriate section of the Sporting Code.

7.1.2 Any performance being submitted for recognition as an International Record must be in compliance with all relevant provisions in this General Section and in the appropriate Specialised Section.

7.1.3 A performance may meet the certification criteria for a World Record and/or a Continental Regional record. The certification claim must state whether certification is requested as a World Record, a Continental Regional Record or both. The administration fee charged by FAI for certification of each International Record will be charged only once, even if both World and Continental Regional Records are established.

7.1.4 For record purposes Continental Regions shall be as defined in 2.5 of this General Section of the Sporting Code for Continental Regional Championships, with one exception: an ASC may stipulate in its own Specialised Section of the Sporting Code that part of the Russian Federation East of the 61° meridian shall be assigned to Asia.

7.1.5 Each ASC shall decide if Continental Regional Records may be established in its activity and, if so, in its own Specialised Section of the Sporting Code, shall set out any specific criteria to be applied to the participants and/or other terms and limitations applicable thereto.

7.1.6 Each ASC shall notify FAI Secretariat of all new international records introduced in their Specialised Sections of the Sporting Code. The notification must include an example of how the performance is to be calculated.

7.2 ABSOLUTE RECORDS

The types of records recognised by FAI as Absolute Records shall be determined by the ASCs and will be shown in the Specialised Sections of the Sporting Code.

7.3 HOLDERS OF RECORDS

An International Record may be held by a person, crew or team, or as otherwise stated in the respective Specialised Section of the Sporting Code. Where an International record is in the name of more than one person, FAI will list those persons in alphabetical order unless a different order is directed by the claimants' NAC.

7.4 ADMINISTRATION OF RECORDS

7.4.1 The NAC which issues the FAI Sporting Licence of any person attempting an International record or, in cases of team attempts, the NAC that issued sporting licences to the largest number of team members (the Organising NAC) is responsible for certifying the International Record claim dossier prior to submission to FAI, regardless of where the record attempt took place.

7.4.2 When a record attempt both originates and terminates in a country other than that of the Organising NAC, the local NAC shall control the attempt by authorising the Official Observers involved in accordance with 5.2.1. The local NAC in these circumstances shall be known as the Controlling NAC. If necessary, and/or if so requested by the Organising NAC, a Controlling NAC shall also provide control of record attempts which either originate or terminate in its country.

7.4.3 Where the record attempt crosses or is made over the territory of another NAC, the organising NAC is responsible for informing, if necessary and applicable, that other NAC in advance of a planned record attempt over its territory.

7.5 RESPONSIBILITY FOR AUTHORISATIONS

A person wishing to attempt a record is responsible for everything required for the execution, control and certification of the attempt, including obtaining any authorisations, permits and clearances. When a claim is submitted, it must be shown that a valid FAI Sporting Licence, which covered the period of the performance, was held by the claimant.

7.6 SIMULTANEOUS RECORDS

On any date that a record is broken by more than one claimant, the best performance only will be awarded the new record except if an Air Sport Commission has a special provision for such a situation which is described in its own section of the Sporting Code.

Simultaneous records are possible if more than one claimant performing at the same time achieves exactly the same performance in the same conditions as another. In this case the record will be registered in the joint names of the concerned persons.

In all cases, not only the date of the performance should appear in the record claim but also the local time at which the performance occurred and, where applicable, the round of the competition in which it took place.

7.7 MULTIPLE RECORDS

A person may attempt more than one record in the same attempt provided that the records belong to the same Class, are permitted in the Sporting Code concerned, and are controlled by the same verification and certification methods as if they were separate records.

7.8 CERTIFICATION OF INTERNATIONAL RECORDS

7.8.1 An International Record claim must be supported by a file containing all the information and certification necessary to prove that the conditions have been met. The file must be submitted by the organising NAC and must be received by the FAI Secretariat within 120 days of the attempt, unless an extension is granted by the relevant ASC president having reviewed any factors that make it difficult to submit the file in the normal timescale. The request for extension shall be submitted to the ASC President within the time limit described above and a copy of the request submitted to the FAI. The FAI Secretariat shall acknowledge receipt of the record file to the claimant and the organising NAC. The file must be in compliance with any requirements set out in the relevant Specialised Section of the Sporting Code or, if none are specified, in any appropriate format and shall include a statement that the attempt was made in accordance with the regulations of the Sporting Code.

7.8.2 The record claim shall include, as applicable:

- classification (class, subclass, etc.) of the record being claimed ;
- its title and description, including the record performance;
- place (course), date of the attempt and local time of the performance;
- name of Competition and competition round in which the performance was achieved;
- name, gender and citizenship of the competitor(s) and/or country represented;
- number and expiry date of the competitor's sporting licence and the name of the issuing NAC;

- certification by the Official Observers appointed in accordance with 5.2.1;
- type of aircraft and registration or identification marks;
- type of engine(s) or power source, power and identification number(s);
- name of the NAC responsible for the control of the record attempt;
- any other information required by an ASC, as specified in the Specialised Sections of the Sporting Code.

7.8.3 Written notice (to include fax and email) and telephone notice formally registered by FAI of a preliminary claim for an International Record must be submitted by either the organising or the controlling NAC, or the official observer controlling the attempt, or the Sport Event organisation (5.3), or the claimant and must be received by FAI within 7 days of its completion as a record attempt, unless an extension is granted by the relevant Air Sport Commission President having reviewed any factors that may have made it difficult to submit the file in the normal timescale. The FAI Secretariat shall acknowledge the receipt of the notice of a preliminary claim by posting the details on the FAI Website and by way of an email notification to NACs, ASC Delegates and Presidents. NACs are expected to keep the claimant informed of the progress of claims.

7.8.4 Each ASC may include provisions in its Specialised Section that will allow notification directly to FAI of a record performance set during a First Category Event. Such a notification will not be required to follow the provisions of 7.8.1 and 7.8.3, but must include information necessary to prove that the conditions have been met. However the notification sent directly to FAI must also be sent to the record claimants NAC, so that the requisite administration fee may be paid.

7.9 VERIFICATION

The FAI reserves the right to request further information or documentation, and shall advise the NAC of acceptance or refusal without delay. In the event that some evidence is missing or there might be conflict within the rules, the FAI will request the FAI Air Sport Commission concerned to give advice. The FAI will give a written explanation of any refusal.

7.10 NOTIFICATION

7.10.1 The FAI Secretariat shall inform all NACs as soon as practicable of record claims presented for homologation.

7.10.2 The FAI Secretariat shall notify all NACs of the final certification of new records by posting the details on the FAI Website and by way of an email notification to NACs, ASC Delegates and Presidents. Certification shall become final if no appeal has been lodged against it within 90 days of the date of publication of the original notification.

8 MEASUREMENTS, CALCULATIONS, AND MARGINS

8.1 MEASUREMENTS

8.1.1 **UNITS:** the system of units to be used by FAI shall be the metric system (SI units), with the exception of angular units. Bearings shall be measured in degrees clockwise from True North. Coordinates shall be in units of degrees, with a preferred format of "degrees and decimal minutes."

8.1.2 **GENERAL:** the methods and standards of precision for measuring and recording of Position, Distance, Time, Altitude, Mass and other primary values, as well as equipment technical standards, shall be determined by each FAI Air Sport Commission and specified in the appropriate section of the Sporting Code. In the case of record flights, the conformity of the specific measuring and recording instruments and equipment used shall be checked by the Official Observer to be of the same type as approved by the respective FAI Air Sport Commissions. Note: in this section, the term "approved" means approved by the Air Sport Commission concerned.

8.1.3 **POSITION:** position may be measured directly, by reference to approved maps, or by GNSS fix. If by GNSS fix, all fixes, points, locations, coordinates and any maps concurrently used must be referenced to the WGS84 Earth Datum.

8.1.4 **DISTANCE:** distance may be measured directly or determined from approved maps.

8.1.5 **BEARING:** bearing may be measured directly or determined from approved maps. The bearing at a point is the bearing from that point.

8.1.6 **TIME:** elapsed times and time of day may be measured either by approved timepieces or by GNSS.

8.1.7 **ALTITUDE:** pressure altitude may be measured using approved pressure-measuring devices. Geometric altitude and/or height above the surface may be measured using GNSS, optical methods or radar.

8.1.8 **MASS:** mass shall be determined using scales and methods approved by the Air Sport Commission concerned. The take-off mass of an aircraft shall be its total mass at take-off including flight crew.

8.2 CALCULATIONS

8.2.1 **GENERAL:** the methods and standards of precision for calculating Distance, Bearing, Altitude, Speed and Scores shall be determined by each FAI Air Sport Commission and specified in the appropriate section of the Sporting Code. Note: in this section, the term "approved" means approved by the Air Sport Commission concerned.

8.2.2 **EARTH MODEL:** the Air Sport Commissions are responsible for the specification of the basis of geometric calculations. If not otherwise specified by the Air Sport Commissions, the earth model to be used for geometric calculations shall be the WGS84 ellipsoid. If a sphere is specified, it shall be the "FAI Sphere." If a planar model is to be used, then the projection must be strictly defined.

8.2.3 **DISTANCE:** if calculated from coordinates, distance shall be taken as the length of the geodesic on the earth model in use.

8.2.4 **BEARING:** if calculated from coordinates, bearing shall be taken as the initial bearing of a geodesic from a given point on the earth model in use.

8.2.5 **ALTITUDE:** the methods for calculations of corrections to measured altitudes (if required) shall be specified by the Air Sport Commissions. If a standard pressure model is required, it shall be the ICAO Standard Atmosphere.

8.2.6 **SPEED:** speed will be calculated from distances and elapsed times.

8.2.7 **SCORES:** the methods for calculations of scores shall be specified by the Air Sport Commissions.

8.3 MARGINS AND PRECISION

8.3.1 Each Air Sport Commission is responsible for specifying the margins by which a record claim must exceed an existing record, subject to paragraph 8.4.2 of this Chapter.

8.3.2 Each Air Sport Commission shall determine the precision with which a performance will be recorded. A performance must not be certified with a higher precision than the technologies used to determine it.

8.4 APPROVALS

8.4.1 As an alternative to specifying algorithms, each Air Sport Commission may meet its obligation to specify computational methods by approving specific flight evaluation and scoring programs. If this method is used, then the ASC must implement procedures for testing, approval, and version control of the flight evaluation and scoring programs.

8.4.2 The FAI Executive Board reserves the right to review the standards of certification and the methods of analysis of any international record claim.

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Section 3 – Gliding

CLASS D (gliders)

including Class DM (motorgliders)

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The complete Sporting Code for Gliding is the General Section and Section 3 combined.

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Changes of note in the 2019 Sporting Code

The most recent amendments to the rules and significant editorial changes made to the text are indicated by a vertical line to the right of any paragraph so changed. Editorial changes for grammar or clarity are not noted. Text in italic in the Code is informational, not regulatory.

- In collaboration with the IGC Competition committee, Chapter 5 was entirely revised and reduced to the class definitions and the content relating only to competition was moved to SC3-Annex A. Some content was moved to more relevant locations in the Code.
- The requirement for a landing certificate is deleted. Was old 4.4.2e.
- There are edits throughout for general clarity to make more clear the actions required of organizing and controlling NACs.

Rights to FAI international sporting events

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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Chapter 1
GENERAL DEFINITIONS and RULES

1.0 INTRODUCTION

1.0.1 The General Section (GS) of the Sporting Code contains the definitions and rules applying to all air sports. Section 3 (SC3) specifies the rules that apply to FAI badge and record flights in gliders and motor gliders. A glider is a fixed wing aerodyne capable of sustained soaring flight with no Means of Propulsion (MoP). A motor glider is a fixed wing aerodyne equipped with a MoP, capable of sustained soaring flight without thrust from the MoP. SC3 includes the following annexes:

a. Annex A Rules for World and and Continental gliding competitions. Some competition rules are also in the General Section of the Sporting Code.

b. Annex B Requirements for equipment used for flight validation.

c. Annex C Non-regulatory guidance, methods, and sample calculations to assist Official Observers and pilots in complying with SC3.

d. Annex D Rules for the world ranking list of pilots in IGC sanctioned competition.

The FAI document, *"Technical Specifications for IGC-Approved GNSS Flight Recorders"* gives information for FR manufacturers.

1.0.2 Terms, rules, and requirements in SC3 are defined first in their most general sense, and a word or phrase in small capital letters in this chapter indicates that it has a distinct Code definition. Where an exception to a general rule exists, it is described in the Code where the exception occurs. Within the Code, "record" can apply to either or both World and Continental records according to the context.

1.0.3 A proposal for an amendment to the Sporting Code or its annexes must be submitted to the IGC Bureau at least six months prior to the next IGC Plenary meeting. A proposal must refer to the paragraphs affected and give reasons for the amendment. It is preferable for the proposed change to be in the format of the Code.

Any substantial change is effective on 1 October following the IGC meeting at which it is approved, except that if it has flight safety implications, the Bureau may approve it prior to the IGC meeting. A simple clarification to the Code becomes effective on 1 October following approval by the Bureau. In either case, the amended Code is then placed on the FAI web site at http://www.fai.org/igc-documents – then click on *Sporting Code – Section 3: Gliding* and on *Current Sporting Code for Gliding* to see the Code and various appendices.

1.1 GENERAL DEFINITIONS

NATIONAL AIRSPORT CONTROL (NAC) 1.1.1 The organization having administrative responsibility for a nation's sport aviation activities. The duties of a NAC with respect to gliding are defined in 4.1.

OFFICIAL OBSERVER 1.1.2 The person authorized by a NAC to control flights undertaken for an FAI badge or record attempt and to control the data gathered to prove the SOARING PERFORMANCE.

DECLARATION 1.1.3 The pre-flight recording of pilot name(s), glider type and its unique identification, and any WAY POINT coordinates required by a given SOARING PERFORMANCE.

GNSS / GPS 1.1.4 A Global Navigation Satellite System such as the Global Positioning System (GPS) using multiple satellites operating with receivers to record position and time data.

FLIGHT RECORDER 1.1.5 An IGC-approved device to record pressure altitude and GPS position and altitude. A given FLIGHT RECORDER may be approved for all flights, all badges, or Silver through Diamond badge claims only.

POSITION RECORDER 1.1.6 A NAC-approved device to record GPS data for Silver or Gold badge claims only.

MEANS of PROPULSION (MoP) RECORDER 1.1.7 A device that records noise level or other sensor data to indicate MoP use.

1.2 DEFINITION of FLIGHT TERMS

SOARING PERFORMANCE 1.2.1 The portion of a glider flight from the START POINT to the FINISH POINT.

WAY POINT 1.2.2 A point specified by a set of coordinates. A WAY POINT may be a START POINT, TURN POINT, or FINISH POINT.

LEG 1.2.3 The straight line between two successive WAY POINTS.

COURSE 1.2.4 All the LEGS of a SOARING PERFORMANCE.

TURN POINT 1.2.5 The WAY POINT between two successive LEGS.

OBSERVATION ZONE 1.2.6 The airspace a glider must enter to attain a declared TURN POINT. It is either:

a. a CYLINDER having a 500m radius and unlimited height, centered on the TURN POINT, or

b. a SECTOR, a quadrant having unlimited radius and height, with its apex at the TURN POINT and oriented symmetrical to and remote from the bisector of the inbound and outbound LEGS.

FIX 1.2.7 A single line of recorded data from a FLIGHT RECORDER or POSITION RECORDER containing the time, position and altitude of the glider. The altitude data source may be air pressure or GPS height, depending on the device. A FIX does not have an OBSERVATION ZONE.

RELEASE POINT 1.2.8 The WAY POINT where the glider releases or ceases using a MoP.

START POINT 1.2.9 The WAY POINT that marks the beginning of a SOARING PERFORMANCE at either:

a. the RELEASE POINT, or

b. declared START coordinates, or

c. a FIX selected post-flight.

FINISH POINT 1.2.10 The WAY POINT that marks the end of a SOARING PERFORMANCE at either:

a. where the glider comes to rest on landing, or

b. declared FINISH coordinates, or

c. a FIX selected post-flight, or

d. a FIX established by the starting of a MoP.

CLOSED COURSE 1.2.11 A COURSE requiring the coordinates of the START POINT and FINISH POINT to be identical.

START & FINISH LINES 1.2.12 A 1 kilometre line centered on the START or FINISH POINT. In all cases, a START LINE is perpendicular to the first LEG and a FINISH LINE is perpendicular to the last LEG. For a free CLOSED COURSE using a START FIX, the FINISH LINE is centered on the START FIX.

1.3 DEFINITION of SOARING MEASUREMENT TERMS

START TIME and ALTITUDE 1.3.1 The time and altitude (msl) at which a SOARING PERFORMANCE begins, both determined by the type of SOARING PERFORMANCE and the type of START POINT claimed:

a. When a declared START POINT is claimed, START TIME and ALTITUDE is taken at the START LINE as the glider crosses in the direction of the first leg.

b. When a declared START POINT is not claimed, START TIME and ALTITUDE is taken at the RELEASE POINT or alternately, for DURATION and FREE DISTANCE claims, at a FIX selected post-flight.

FINISH TIME and ALTITUDE 1.3.2 The time and altitude (msl) at which a SOARING PERFORMANCE ends, both determined by the type of SOARING PERFORMANCE and the type of FINISH POINT claimed:

a. For a finish at landing, FINISH TIME is the time of landing and FINISH ALTITUDE is the landing site msl elevation.

b. When a declared FINISH POINT is required, and for any free CLOSED COURSE, FINISH TIME and ALTITUDE is taken at the FINISH LINE as the glider crosses in the direction of the last leg.

c. When a declared FINISH POINT is not required, FINISH TIME and ALTITUDE may be taken at the start of a MoP, a FIX selected as the FINISH POINT, or at time of landing, whichever occurs first.

DURATION 1.3.3 The elapsed time between the START TIME and the FINISH TIME.

LOSS OF HEIGHT 1.3.4 The START ALTITUDE minus the FINISH ALTITUDE. Given an excess LOSS OF HEIGHT, see 2.4.4 for badge claims and 3.1.5 for record claims.

GAIN OF HEIGHT 1.3.5 The recorded altitude difference between a high point and a prior low point.

OZ CORRECTION 1.3.6 For each TURN POINT achieved only using the CYLINDER OZ, the OFFICIAL DISTANCE shall be decreased by 1 kilometre.

OFFICIAL DISTANCE 1.3.7 The COURSE distance, less any OZ CORRECTION and/or LOSS OF HEIGHT correction. Distances are measured according to the WGS84 ellipsoid.

1.4 BADGE and RECORD REQUIREMENTS

1.4.1 **General** Electronic flight data and a DECLARATION are required except where specifically exempt. Specific SOARING PERFORMANCES place limits on given COURSES as individually defined in 2.2 for badges and 3.1.5 and 3.1.6 for records.

1.4.2 **Soaring performance types**

a. ***GAIN OF HEIGHT*** A SOARING PERFORMANCE conducted per 1.3.5 for a given badge (see 2.2.1c, 2.2.2c and 2.2.3c) or a record (see 3.1.7a).

b. ***ABSOLUTE ALTITUDE*** A SOARING PERFORMANCE for maximum altitude (see 3.1.7b).

c. ***DURATION*** A SOARING PERFORMANCE required for the Silver badge (2.2.1b) or Gold badge (2.2.2b).

d. ***STRAIGHT DISTANCE*** A COURSE without TURN POINTS starting from RELEASE or a declared START POINT.

e. ***GOAL DISTANCE*** A COURSE without TURN POINTS, from a declared START POINT to a declared FINISH POINT.

f. ***3 TURN POINT DIST.*** A COURSE from a RELEASE POINT or a declared START POINT to any type of FINISH POINT, via one, two, or all three declared TURN POINTS, which may be flown in any order.

g. ***OUT & RETURN*** A CLOSED COURSE with only one declared TURN POINT.

h. ***TRIANGLE*** A CLOSED COURSE via 2 or 3 declared TURN POINTS flown in the sequence declared. When 3 TURN POINTS are used, the COURSE distance is the sum of the legs between the TURN POINTS.

i. ***FREE DISTANCE*** A COURSE from any START POINT to any FINISH POINT.

j. ***FREE 3TP DISTANCE*** A 3 TURN POINT DISTANCE flight having FIXES for some or all WAY POINTS.

k. ***FREE OUT & RETURN*** An OUT & RETURN flight having FIXES for some or all WAY POINTS.

l. ***FREE TRIANGLE*** A TRIANGLE flight having FIXES for some or all WAY POINTS.

1.4.3 **Multiple use of way points** A TURN POINT can have the same coordinates as the START or FINISH POINT. If a WAY POINT is to be used twice it must be listed twice in the declaration.

Table of badge and record requirements

Soaring performance	*SC3*	*Use*	*Declar-ation*	*Max # of TPs*		*Start alternatives*			*Finish alternatives*		
				declared	*claimed*	*Release*	*Fix*	*Start line*	*Land*	*Fix*	*Finish line*
Gain of Height	1.4.2a	Badge / Record	Yes see 1.1.3	n/a		OK	n/a	n/a	OK		
Absolute Altitude	1.4.2b	Record only		n/a		OK	n/a	n/a	OK		
Duration	1.4.2c	Badge only	see 2.4.1	n/a		OK			OK		
Straight Distance (1)	1.4.2d		Yes see 1.1.3 ***with*** *coordinates for each declared way point*	3	0	OK	No	OK	OK		
Goal Distance	1.4.2e	Badge or Record		0	0	No	No	required	No	No	required
3TP Distance	1.4.2f			3	3	OK	No	OK	OK		
O&R Distance (2)	1.4.2g			1	1	No	No	required	No	No	required
Triangle (2TP) Dist. (2)	1.4.2h			2	2						
Triangle (3TP) Dist. (2)				3	3						
Free Distance	1.4.2i	Record only	Yes see 1.1.3 declared way points optional	n/a	0	OK			OK		
Free 3TP Distance	1.4.2j				3						
Free O&R Distance	1.4.2k				1	OK			No	No	required (3)
Free Triangle Distance	1.4.2l				3						

NOTES

- *n/a – indicates a requirement not applicable to this soaring performance.*
- *Written and internet declarations are options for badge claims only; all record claims require a flight recorder.*
- *Silver distance requires a finish fix at least 50 km from release and the launch point, and may be done as part of ANY soaring performance.*

(1) The start point and its coordinates must be listed in the declaration unless the release is used.
(2) All requirements are equally applicable to out-&-return and triangle speed records.
(3) When a free closed course start is claimed at a start fix, that fix becomes the center of the finish line.

Chapter 2
BADGES and BADGE PROCEDURES

See Annex C for examples of ways and means by which badges may be verified, such as the calculation of distances, and FR or PR data analysis methods.

2.0 GENERAL

a. The FAI Silver, Gold, and Diamond badge flights and the Diploma flights are a set of international soaring achievement standards. They are awarded by each NAC, who shall maintain a register of the flights it has validated, retaining the pilot's name, nationality, and the dates and details of each soaring performance.

b. Regardless of the number of flight recorders and/or position recorders carried in the glider, only those selected by the pilot before take-off and inspected (i.e. controlled) by an Official Observer (OO) shall be used for flight claim evidence. All further references to FRs or PRs in Chapter 2 and 4 for badge claims apply to those so controlled.

c. In order to claim a badge achieved during a competition flight, the requirements of the Code must be fulfilled regardless of the regulations of that competition.

2.1 BADGE DESIGN

Silver Badge

Gold Badge

Three Diamonds
(1,2 Diamonds similar)

750+ km Badges
1000 km shown, others similar

2.2 BADGE REQUIREMENTS

For all badge claims, the pilot must be alone in the glider.

2.2.1 **Silver Badge** — The Silver badge is achieved on completing these soaring performances:

a. SILVER DISTANCE — A straight distance flight from a start at release to a finish fix located at least 50 km from release and at least 50 km from the fix recorded at the beginning of the take-off roll.

Silver distance and any longer declared distance may both be claimed for the same flight, see SC3C-2.2. The Silver distance should not be flown with guidance from another pilot.

b. SILVER DURATION — A duration flight of at least 5 hours.

c. SILVER HEIGHT — A gain of height of at least 1000 metres.

2.2.2 **Gold Badge** — The Gold badge is achieved on completing these soaring performances:

a. GOLD DISTANCE — A distance flight of at least 300 kilometres as defined in 1.4.2d to 1.4.2h.

b. GOLD DURATION — A duration flight of at least 5 hours.

c. GOLD HEIGHT — A gain of height of at least 3000 metres.

2.2.3 **Diamonds** — There are three Diamond tasks, with each completed Diamond mounted on the Silver or Gold badge. Each Diamond is achieved separately by completing one of the soaring performances below:

a. DIAMOND GOAL — A distance flight of at least 300 kilometres over an out-and-return (1.4.2g) or triangle (1.4.2h) course. There is no restriction on the triangle geometry.

b. DIAMOND DISTANCE — A distance flight of at least 500 kilometres as defined in 1.4.2d to 1.4.2h.

c. DIAMOND HEIGHT — A gain of height of at least 5000 metres.

2.2.4 **FAI Diploma flights** FAI Diploma flights begin with a minimum distance of 750 km and increase in 250 km increments. They may use any course defined in 1.4.2d through 1.4.2h. A Diploma is awarded once only for the incremental distance immediately less than the distance flown.

2.2.5 **Diamond and Diploma badge registration** On completion of all three Diamonds or any Diploma flight, the NAC shall provide the information held in its national register per 2.0a to the FAI at info@fai.org. In turn, the FAI will enter the name of the pilot in an international register, and award the pilot a Diploma to recognise these flights.

2.2.6 **Control and allowed use of FRs & PRs** The OO shall provide control (2.0b) by noting the type and serial number of each FR and PR, and inspect its installation as described in its approval document. In addition:

a. Silver or Gold claims must be recorded either by a Position Recorder ("PR") approved by the "controlling NAC" as in 2.6, or by an FR approved by the GNSS Flight Recorder Approval Committee (GFAC) to Levels 1, 2, or 3.

b. Diamond claims require an FR approved by GFAC to Levels 1, 2, or 3.

c. Diploma flights require an FR approved by GFAC to Levels 1 or 2.

2.3 DECLARATION REQUIREMENTS

All badge claims (except for Silver/Gold duration – see 4.3.2) require a declaration per 1.1.3. For any distance claim other than Straight Distance from release, the declaration shall also include a list of way point coordinates. The declaration must be identical in every FR and/or PR used, with the exception stated in 2.3b.

a. A written or internet declaration is mandatory for PR-recorded flights and is an option for any Silver or Gold flight. This type of declaration supersedes any earlier FR or PR declaration. Along with the content specified in 1.1.3, it must include the pilot and OO signatures, the date and time of signing, and the FRs or PRs used. A hard copy of all written or internet declarations made for a given flight shall be submitted with claim material.

b. Any error in the declaration will invalidate a Diamond or Diploma claim. If the data file for a Silver or Gold flight recorded by any FR or PR omits or has the incorrect pilot name and/or glider type and unique identification, the OO correction certificate in 4.4.2c shall be submitted with claim materials.

c. Diamond Goal, Diamond Distance and Diploma Distance require an FR-generated declaration and if multiple FRs are used, the declaration in each FR must be identical for a claim to be valid.

SC3C-2.6 has general notes on declarations and SC3C-6.4 on the declaration format as it appears in an .igc file, and Appendix 4 for a sample written declaration form. Consult the FR manufacturer's user manual for the method an FR uses to record the declaration date and time.

2.4 FLIGHT EVIDENCE REQUIREMENTS

The OO certifying the claim for NAC action shall follow 4.3.1 to 4.3.5, and 4.4.1.

a. For Altitude Gain, Silver/Gold Duration, and Silver/Gold Distance claims, one .igc file from a controlled FR or PR may be selected for analysis, supplemented by the file from another device if substantial recording gaps are found. If both a FR and a PR were used for a flight, the FR files should be used for analysis first.

b. If a declaration was required, the original of any written declaration and copy of any internet declaration made for the flight shall be attached to the claim.

c. For Diamond Goal, Diamond Distance, and Diploma claims, the .igc files from every FR used shall be submitted.

2.4.1 **Time evidence** GPS time data shall be substantiated by independent evidence of take-off time. The data sampling rate in each FR or PR used must be set to at least once per minute. The 5-hour duration task may be flown with no FR or PR if it is under the continual attention of an OO, who shall control the flight as given in 4.3.2.

2.4.2 **Position evidence** Position data may be recorded by an FR or a PR for Silver or Gold badge flights. An FR must be used for Diamond and Diploma flights.

a. RELEASE POINT The release point (or MoP stop) shall be taken from the recorded in-flight data. If a MoP is not being used, as soon as possible after release the pilot should descend or

make a steep turn so the data clearly indicates the release point. The release point shall be taken at the start of this descent or turn (see SC3C-10.8b).

b. START/FINISH LINE Where a start line and/or finish line is required, position data from a FR or PR must show that the glider crossed it as required by 1.3.1.

c. TURN POINTS ACHIEVED Position evidence from a FR or PR must show that a fix was recorded within the OZ or a straight line between consecutive fixes passes through the OZ.

d. FINISH FIX The position of a finish fix shall be taken from the GPS data.

2.4.3 **Altitude evidence** GPS altitudes use the WGS84 Ellipsoid as the GPS altitude zero datum.

a. The altitude at which a glider crosses a start or finish line is determined by linear interpolation between the altitude at the last fix before crossing and the first fix after crossing.

b. If PR barometric data is not available or the FR calibration period has lapsed, GPS height data may be used for Silver and Gold claims, provided that a 100 metre error margin is applied to all pressure height requirements of the Code (example: the gain of height is at least 1100 metres for Silver altitude). *An example is given in SC3C-3.3.*

2.4.4 **Loss of height limits**

a. For distances greater than 100 kilometres where the LoH exceeds 1000m using barometric data or 900m using GPS height data, an adjustment of 100 times the excess LoH shall be subtracted from the length of the course.

b. For distances of 100 kilometres or less, the flight is invalid if the LoH exceeds 1% of the distance using barometric data or [1% of course distance less 100m] using GPS height data.

2.4.5 **Flight continuity** The FR or PR data must show there was no intermediate landing by the glider and a MoP was not used during the soaring performance. An interruption in altitude data will not compromise proof of flight continuity provided that the OO and NAC are convinced that no critical data is missing and the evidence remains indisputable. Evidence of flight continuity can also be assessed from a time plot of the GPS height data.

2.4.6 **Barometric calibration period** The barometric recording function of a FR, or a PR (if incorporated), shall be calibrated within 5 years prior to the flight *or* within 2 months after the flight.

2.4.7 **MoP evidence** The OO shall consult the approval document for each device recording MoP data and certify the means used to determine that a MoP was not used during the soaring performance.

2.5 THE USE OF POSITION RECORDERS

a. Many GPS devices can record the coordinates of their position. If this data can be transferred in the format of an .igc file, NACs may allow these position recorders (PRs) to be used to validate the horizontal position of the glider for Silver or Gold badge flights. Altitude evidence may also be certified subject to the restriction given in 2.4.

b. NACs shall approve the specific types of PRs for use within their area of responsibility and to maintain a current list of them. A specimen PR-approval document is on the IGC web site and should be used as a basis, modified with the characteristics of the PR concerned. Approval documents for PRs that comply with the Sporting Code will be posted on the IGC website by GFAC.

c. NACs should consult GFAC for advice prior to beginning the approval process for a given PR as there may be known problems with it or it may have been found to not comply with IGC rules and procedures. Guidance on PR operation and the approval process is given in SC3C-6.2 and 6.3.

d. Flight recorders that have lost their IGC approval may, with NAC approval, be suitable to use as PRs if the requirements in 2.5e and 2.5f are met.

e. Any PR that can produce estimated fixes by averaging or predicting based on past fixes is acceptable only if the estimation function is disabled. The OO must supervise the disabling process or verify that it was completed before flight and certify that this was done.

f. Data transferred from the PR must be converted as closely as possible to the .igc format. Any transfer and conversion program should be approved by the NAC and include a means of identifying any change to the .igc file made after the initial transfer.

Chapter 3
RECORDS and RECORD PROCEDURES

This chapter defines the record types and the evidence, measurements and calculations required to verify them. Annex C gives examples of the means by which this may be done.

3.0 GENERAL

a. No advance notice for a record attempt is required.

b. The pilot must possess a valid FAI Sporting Licence issued by their NAC or the FAI (GS-3.1).

c. With the exception of a flight having a crew as defined in 3.1.3b, a World record claim must first be approved as a National record – a Continental record does not. *Note: National records are controlled by their own NAC and can differ from or be additional to World or Continental records.*

d. The Continental regions defined in GS-2.5 will be used, with the exception that the part of Russia east of the 61 degree meridian will be assigned to Asia. A flight that crosses the border between Continental regions will be credited to the region in which the flight started.

e. Regardless of the number of FRs on board, only those approved for records and selected by the pilot before take-off and inspected (i.e. controlled) by an OO shall be used for flight claim evidence in Chapter 3 and 4. All further references to FRs in this chapter apply to those so controlled.

f. In order to claim a record achieved during a competition flight, the requirements of the Code must be fulfilled regardless of the regulations of that competition.

g. A record claim shall fail should any person involved in the claim alter, conceal, or in any other way misrepresent the evidence with the intent to deceive. The FAI will withdraw the Sporting Licences of those guilty of the fraud and may cancel permanently or for a period of time any other award, record, title, etc. it has conferred. A NAC may be asked to cancel the appointment of the OO(s) involved where appropriate (see 4.2.2).

3.1 RECORD CATEGORY, CLASS, and TYPE

Record category relates to the pilot, record class to the glider used, and record type to the soaring performance claimed. When a new record class or type is created, a minimum performance level may be set by the IGC and published on the FAI web site.

3.1.1 **Pilot category** General category includes any pilot. In the Female category, all persons aboard the glider must be female.

3.1.2 **Record class** The OO shall certify that the glider used for a record flight complies with the requirements for the class rules of the record classification involved and shall certify any wing span measurement required per 5.3. FAI Class D glider records are in the following classes:

a. OPEN (DO) any glider.

b. 15 METRE (D15) any glider with a wingspan not exceeding 15,000 mm.

c. 13.5 METRE (D13) any glider with a wingspan not exceeding 13,500 mm.

d. ULTRALIGHT (DU) any glider with a take-off mass not exceeding 220 kg.
(A MICROLIFT glider is an ULTRALIGHT with a wing loading not exceeding 18 kg/m^2. It does not have separate records).

3.1.3 **Multiplace gliders**

a. When a multiplace glider is being used, all flight crew must be identified in the declaration, be named in full on the claim form, and be at least 14 years old. Only flight crew possessing a valid Sporting Licence will be named in the FAI records register.

b. When the pilot and flight crew claim a World or Continental record using a multiplace glider, they may act as a team. Each crew member must hold a Sporting Licence, and the claim will be registered to the named pilot-in-command.

3.1.4 **Record designation** Glider records are designated by code letters starting with the FAI code letter for gliders (D), then the glider class, and finally the pilot category (general or female):

a. Open Class glider records — designated by adding the letter O
b. 15m Class glider records — designated by adding the number 15
c. 13.5m Class glider records — designated by adding the number 13
d. Ultralight glider records — designated by adding the letter U
e. General pilot category — designated by the letter G.
f. Female pilot category — designated by the letter F.

Example: *D13F* Gliding, 13.5 metre class, Female

3.1.5 **Distance records** A new record claim must exceed the current value by 1 km. If the loss of height (LoH) between the start point and the finish point is greater than 1000 metres, the achieved distance shall be reduced by ***100 (LoH – 1000m)*** metres to give the official distance.

a. Goal distance — Declared start and finish point with no turn points (TPs).
b. Free distance — Any start point and finish point with no TPs.
c. Out-and-return distance — Closed course with declared start/finish and only 1 TP declared.
d. Free Out-and-return dist. — Closed course with 1 TP selected from a position fix.
e. 3 TP distance — Release or declared start point to any finish, via 1 to 3 declared TPs.
f. Free 3 TP distance — Start, finish, and 1 to 3 TPs selected from position fixes.
g. Triangle distance — Closed course, declared start/finish with 2 or 3 declared TPs.
h. Free triangle distance — Closed course with 2 or 3 TPs selected from position fixes.

3.1.6 **Speed records** A new record claim must exceed the current value by 1 km/h. A loss of height between the start point and finish point greater than 1000 metres will invalidate the claim.

a. Out & Return speed — Course as in 3.1.5c with a distance of 500 km or multiples of 500 km.
b. Triangle Speed — Course as in 3.1.5g with distances of 100, 300, 500, 750, 1250 km, or greater multiples of 500 km. A record may be claimed for the declared course and any shorter triangle in compliance with the applicable leg length requirements.

3.1.7 **Altitude records** A new record claim must exceed the current value by 1% for altitude using pressure data or 150m using GPS data. Altitude records are limited to Open class gliders.

a. Gain of Height — See 1.3.5.
b. Absolute altitude — A gain of height of at least 5000m over the start altitude is required.

3.1.8 **Triangle geometry** For triangle and free triangle courses of 750 km or more, the length of each leg shall be 25% to 45% of the course distance. For courses shorter than 750 km, no leg may have a length of less than 28% of the course distance.

3.2 DECLARATION REQUIREMENTS

Record flights require a declaration recorded in a FR per 1.1.3, and any error in the declaration will invalidate the claim. A multiplace glider declaration shall include the name of the co-pilot. When multiple FRs are used, the declarations in each must be identical for a claim to be valid.

Note: SC3C-2.6 has general notes on declarations and 6.4 on the declaration format as it appears in an .igc file. Consult the FR user manual for the method an FR uses to record the declaration date and time.

3.3 FLIGHT EVIDENCE REQUIREMENTS

The OO certifying the claim for NAC action shall follow 4.3.1 to 4.3.5, and 4.4.1. The .igc file from all FRs must be submitted for the claim. Any FRs used shall have “all flights” GFAC approval level (see also 3.3.3b for high altitude record claims). The OO shall provide control (3.0e) of each FR by noting its type and serial number, and inspecting its installation as described in the relevant approval document.

3.3.1 **Position evidence** Position evidence shall be taken from the .igc file.

a. RELEASE POINT The position data shall clearly indicate the release point (or MoP stop). If a MoP is not being used, the pilot should descend or make a steep turn as soon as possible. The release point shall be taken at the start of this turn or descent. *See SC3C-10.8b.*

b. START/FINISH LINE Where a start line and/or finish line is required, the position data must show that the glider crossed it per 1.3.1 and 1.3.2.

c. TURN POINTS ACHIEVED For declared turn points, the position data must show that a fix was recorded within the OZ or a straight line between consecutive valid fixes passes through the OZ. When a turn point is not required to be declared, a fix is selected post-flight.

3.3.2 **Time evidence** Start or finish time is determined by linear interpolation between the last fix before crossing and the first fix after crossing the start or finish line. The data sampling rate in each FR must be set to at least once per minute.

3.3.3 **Altitude evidence** GPS altitudes use the WGS84 Ellipsoid as the GPS altitude zero datum.

a. Up to 15,000 metres, pressure data recorded by an FR shall be used.

b. Above 15,000 metres, GPS altitude data from an IGC-approved High Altitude Flight Recorder (HAFR) shall be used. *For more details on HAFRs, see Annex B (SC3B), Annex C (SC3C), and the Technical Specification for IGC-approved Flight Recorders.*

c. For altitude flights, both GPS and pressure altitude shall be recorded. The resulting profiles of the GPS and pressure altitudes must correspond to ensure no anomaly is present in the evidence.

d. For a gain-of-height record claim having a high point above 15,000 metres, the evidence for the low point shall also come from GPS altitude data.

e. Start or finish altitude is determined by linear interpolation between the last fix before crossing and the first fix after crossing the start or finish line.

3.3.4 **Flight continuity**

a. The flight data must show there was no intermediate landing by the glider and a MoP was not used during the soaring performance.

b. An interruption in barometric data will not compromise proof of flight continuity provided the OO and NAC are convinced that no critical data is missing and the evidence remains indisputable. For multiple FRs use, 4.3.4 applies if data discrepancies exist between the .igc files used for the claim.

Evidence of flight continuity can also be assessed from a time plot of the GPS height data.

3.3.5 **Barometric calibration period** For distance and speed claims, the barometric function of the FR used for the claim shall be calibrated within 5 years prior to the flight *or* within 2 months after the flight. Both calibrations are required for altitude and gain of height records, with the less favourable of the two used to make the calculations.

3.3.6 **Means of propulsion evidence and MoP recorder procedures** The OO shall certify in Record Form D (see 3.6) the means used to determine that the MoP recorder functioned correctly.

3.4 FAI RECORD CLAIM FORMS

For claims submitted to the FAI, the current IGC-approved FAI claim forms must be used. Forms are available from the IGC web site at https://www.fai.org/igc-documents – then click on *Records* and on *Record Claim Forms.* They are also available in hard copy from the FAI office and NACs. For national records, the NAC may issue its own forms similar to the FAI versions.

Note: Refer to SC3-1.7 on the accuracy and precision of claimed record values.

a. **Form A** Absolute altitude or Gain of Height records (Open class only)

b. **Form B** Distance records

c. **Form C** Speed records

d. **Form D** Motor glider records. Form is additional to other forms if appropriate to the claim.

e. **Form E** To be completed by all NACs involved. Form must be included with claim file.

3.5 TIME LIMIT on CLAIMS

Notice of a record claim must be submitted to record@fai.org by the controlling NAC, the organizing NAC, or OO, and the FAI must receive the claim within seven days of the flight. In exceptional circumstances, the president of the IGC may grant an extension. Telephone, fax, e-mail, and similar types of notification are acceptable. The organizing NAC shall forward the complete claim documentation to reach the FAI within 120 days of the date of the flight unless an extension of time has been authorised by the IGC President (GS-6.8.1 refers).

Chapter 4
OFFICIAL OBSERVERS and CERTIFICATION

4.1 NATIONAL AIRSPORT CONTROL

The National Airsport Control (NAC) has administrative responsibility for a nation's sport aviation activities, such as issuing Sporting Licences. The verification of national records and other responsibilities are often delegated to the national gliding body. In SC3 and SC3C, NAC refers to either body. See SC3C-1.2 and 1.3 for recommended practices by NACs.

a. *ORGANISING NAC* The pilot's nationality or residency determines the NAC responsible for issuing them a Sporting Licence, certifying the pilot's achievement and, in the case of a World or Continental record, sending the record claim dossier to the FAI, regardless of where the record attempt took place.

b. *CONTROLLING NAC* When a record or badge flight originates in a country other than that of the organising NAC, the NAC of the host country shall control the flight.

Visiting OOs may be appointed (prior to the flight) by the controlling NAC to act on its behalf. The OO may forward the completed claim directly to the organizing NAC after the controlling NAC has reviewed the claim and confirms to the organizing NAC that the flight was flown legally.

c. If a controlling NAC does not exist or is inactive in a country, the organizing NAC may control a record or badge flight there. If the organizing NAC is not sure of the current FAI status of a country, it shall contact *sports@fai.org* (or *sec.gen@fai.org* if FAI Sports is unavailable).

4.2 OO REQUIREMENTS

4.2.1 **Appointment and jurisdiction** OOs are appointed by their organizing NAC and act within its jurisdiction. OOs may also serve within the jurisdiction of a controlling NAC when authorized by the controlling NAC to do so (see 4.1b).

Directors of competitions sanctioned by FAI or a NAC may act as OOs for badge or record flights undertaken during a competition.

4.2.2 **Duties** As the representative of the FAI, the OO oversees FAI badge and record attempts, and any other soaring performances a NAC may define within its authority. In case of a violation of duty by an OO, the appointment of the OO shall be withdrawn.

4.2.3 **Competence**

a. OOs must be familiar with the Code and pertinent air regulations, and have the integrity and competence necessary to control and certify them. An OO should be given training appropriate to the duties of an OO prior to being approved by a NAC. *SC3C-1.3 gives recommended practices for NAC administration of OOs.*

b. The OO must have written approval by his NAC to act for a World or Continental record. Previous satisfactory experience as an OO for badges or national records should be a prerequisite. This approval is to be included in Part 1 of FAI record Form E for these claims.

c. The OO should be familiar with evaluation problems as outlined in SC3C-10.8. The OO shall be familiar with, or have available from the pilot, the GFAC approval documents of any FR used, and/or the controlling NAC approval document for any PR used.

4.2.4 **Conflict of interest**

All persons involved in data verification and claim approval must conform to the FAI Code of Ethics, evaluating the claim objectively according to the rules and procedures of the Code. As such, no one involved in ratifying a World or Continental record claim may have a special personal interest in the outcome of that claim, and OOs may not act for any record or badge attempt in which they have any financial interest or in which they are the pilot or passenger.

Ownership of the glider shall not be considered "financial interest". In essence, monetary or other substantial gain shall not depend on the successful certification of the claim by the OO or other individuals concerned.

4.3 FLIGHT CONTROL

4.3.1 **Pre-flight control actions** If present at takeoff, an OO shall confirm pilot name(s) and the glider flown. If this is not possible, an OO shall seal each FR (or PR) to the glider. In either case, and for each FR or PR, an OO must perform the control actions required and, for motor gliders, that OO shall verify the means used to detect MoP use.

Ref: FR approval documents and SC3C-7.3a; 2.2.6 & 2.4.7 for badges; 3.3 & 3.3.4 for records.

4.3.2. **Take-off and landing** Use evidence independent of the device(s) to confirm the time, take-off location, pilot name(s), glider type, and unique identification. For Silver/Gold duration flights being controlled by the continual attention of an OO, landing time is also required (see 4.4.2d certificate).

4.3.3 **Post-flight control actions** For each FR (or PR), an OO shall inspect any seals applied before take-off and perform or supervise data transfer. Claim submission shall be performed by that OO or another qualified person who shall submit:

- The original data on the memory device. This must include the .igc file, and the device file in its original format (if different) as transferred from each device as soon as possible after landing.
- The appropriate claim form(s), including OO's evidence that any manually recorded times and locations for the flight correspond to the equivalent FR/PR data.

4.3.4 **Data analysis** A person approved by the NAC shall perform data analysis as follows:

a. The .igc file(s) for the claimed flight(s) must be the one(s) originally transferred from the FR or PR. Confirm the security of each file using the appropriate validation program and verify continuity of flight.

b. Achieved way point fixes shall be determined from the FR or PR evidence, as applicable. When multiple devices are used and discrepancies exist, 4.3.5 shall apply. Any measurement or calculation inaccuracy related to the flight data is to be interpreted to the maximum disadvantage of the pilot. *Analysis guidance is given in SC3C-10.*

c. When absolute altitude is to be determined for a record claim, pressure altitudes must be corrected for both instrument error and non-standard atmospheric pressure. Guidance is given in SC3C 3.5 and 3.6.

4.3.5 **File discrepancies between multiple devices**

a. If a minor discrepancy exists in pilot data, an OO shall attach a statement explaining, for example, how it is known that "J. Jones" and "James L. Jones" refer to the same person.

b. When a data gap in excess of 1 minute or numerous smaller gaps exist in the .igc file generated by one device, the data from another device shall be used to confirm continuity of flight.

c. When device accuracy in time, position, or altitude lead to different final results, the result of least benefit to the claim shall be used.

d. If the data from one FR/PR shows a way point is missed but the data from another shows proper achievement, the way point is considered to have been reached.

e. When multiple FRs are used, any stored coordinate differences arising from device design shall be at most +/- 0.001 minutes at each way point.

4.4 CERTIFICATES

A certificate is a written statement signed by a person who has first-hand knowledge that the statement is true. Whether part of a pre-printed claim form or provided as an attachment, any required certificate must clearly relate to the flight, contain the information required, and be signed by the appropriate person(s). Negligent certifications or willful misrepresentations are grounds for disciplinary action by the NAC concerned.

4.4.1 **Certification by OO** More than one OO may be involved in a flight claim. Individual certificates pertaining to portions of flight evidence shall be verified by the OO involved. A "certifying OO" shall gather the requisite certificate(s) from all OOs involved in the claim and complete and verify the information in the applicable FAI record claim form(s) or NAC-specified badge claim form(s). Calibration certificates excepted, any person signing a certificate shall also provide his or her name,

address and, if possible, contact phone number or e-mail address. At a minimum, the certifying OO shall:

a. review the pre-flight declaration.

b. verify the physical evidence of the claim per 4.3.4.

c. evaluate the flight data on the .igc file.

d. confirm that all applicable OO control actions in 4.3 were performed.

e. obtain required certificates listed in 4.4.2 and countersign those that are complete and consistent with the claim.

4.4.2 **Certificates**

a. PILOT CERTIFICATE OF REGULATORY COMPLIANCE For all claims the pilot certifies that the flight was conducted in accordance with the Code, was flown in compliance with all the glider manufacturer's and national operating limitations, and is in accordance with national flight regulations (airspace, night flight, etc.).

For records, this certificate is on the IGC Record Forms A, B, and C.

b. OO CERTIFICATE For all claims, this certificate lists the applicable control actions performed and, for each one, the date and the signature and OO number of the OO who performed it. Certificates may originate from more than one OO in a given claim.

c. OO CORRECTION CERTIFICATE This certificate identifies the glider and the pilot for NAC claims officer approval when, for a Silver or Gold badge claim, this data is incorrectly entered or stored in an FR or PR.

d. TAKE-OFF / LANDING CERTIFICATE This certificate states the time and location of take-off, and for a duration flight having no FR/PR on board, also the landing time.

e. CALIBRATION CERTIFICATE Instrument error at intervals throughout the FR or PR range will be listed on a current calibration certificate that includes the laboratory's logo or name. This certificate shall include:

- FR or PR model and serial number and the range of its pressure transducer.
- date of calibration
- calibration table
- date, name, and signature of calibration laboratory official.

f. POSITION RECORDER CERTIFICATE This certificate shall state that the PR used cannot record estimated fixes on the claimed flight if that is an option the PR has. See 2.5e.

Chapter 5
GLIDER CLASSES

5.1 TIME PERIOD for CHANGES to CLASS DEFINITIONS

The minimum period between the announcement and implementation of a new competition or record class or major alteration to the rules of an existing class shall not normally be less than four years. Minor alterations not requiring design changes shall normally have two years notice. The IGC may reduce the period of notice for special reasons.

5.2 CLASS DEFINITIONS

5.2.1 **Open Class** No limitations.

5.2.2 **20 Metre Multi-seat Class** The only limitations are a maximum span of 20,000 mm and a crew of two persons shall be carried.

5.2.3 **18 Metre Class** The only limitation is a maximum span of 18,000 mm.

5.2.4 **15 Metre Class** The only limitation is a maximum span of 15,000 mm.

5.2.5 **13.5 Metre Class** The only limitation is a maximum span of 13,500 mm.

5.2.6 **Standard Class**

a. WINGS The span must not exceed 15,000 mm. Any method of changing the wing profile other than by normal use of the ailerons is prohibited. Lift increasing devices are prohibited, even if unusable.

b. AIR BRAKES The glider must be fitted with air brakes that cannot be used to increase performance. Drag parachutes are prohibited.

c. WHEEL The undercarriage may be fixed or retractable. The main landing wheel shall be at least 300 mm in diameter and 100 mm in width.

5.2.7 **Club Class** The glider must appear on an approved list of handicaps.

5.3 MEASUREMENT of WING SPAN

Wing span, for the purpose of conformity with competition and record class rules, is the maximum distance between the two planes tangent to the wing tips and parallel to the glider plane of symmetry and the weight of each wing supported to allow the wing to match its unloaded shape.

Note: *The unloaded shape depends on the design of the glider, but will generally mean that the trailing edge is straight along the length of the wing.*

INDEX

Fédération Aéronautique Internationale

Annex A to Section 3 – Gliding

RULES FOR WORLD AND CONTINENTAL GLIDING CHAMPIONSHIPS

CLASS D (gliders)
Including Class DM (motorgliders)

2019 Edition
valid from 7 October 2019

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RIGHTS TO FAI INTERNATIONAL SPORTING EVENTS

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

CONTENTS

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:

Earth Model	The Earth Model to be used for all calculations specified in this Annex shall be a sphere of radius 6371.0 kilometers.
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," "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 Organizers may state any additional objectives in their Local Procedures.

1.2 GENERAL REQUIREMENTS

1.2.1 The Championships shall be controlled in accordance with the FAI Sporting Code, General Section and Section 3 (Gliders & Motorgliders), and specifically with Chapter 5 of Section 3 and with this document, which is approved by the IGC Plenary and which constitutes Annex A to Section 3. 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 The total period of the event shall not exceed 16 days including two days on which the Opening and the Closing Ceremonies are held. At least one non-flying rest day shall be given during the period. An official training period of three days immediately preceding the opening of the Championships shall be made available to all competitors. Major international soaring Events on the FAI Sporting Calendar should be separated by a minimum period of 4 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.

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 the one or more classes as described in the main body of Section 3 of the Sporting Code, Chapter 5, and as listed in the Local Procedures. Unless otherwise approved by the Bureau, Club Class gliders and 20 metre Multi-seat Class gliders must appear on their respective Handicap Lists, which are published in the IGC Procedures for Handicapped Classes document.

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.

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** 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 necessary for the satisfactory operation of the Championships.

b. The travel and living expenses for Stewards and Jury Members, other than the Chief Steward and Jury President.

Other arrangements may be agreed upon with the individual Officials. The travel and living expenses for the Chief Steward and Jury President are the responsibility of IGC.

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

1.4.5 **Documentation** The Organisers shall provide references to current versions of all documents described in this section and shall provide hardcopies of these documents to the Team Captains upon request. All of the documents in this section shall be published with these names and shall include the effective dates and times. After the Opening Ceremony, changes to these documents require formal notice to be given to the Team Captains. Only one format of each file will be official. In addition, a large scale map section showing each of the Start, Turn, and Finish Points shall be supplied to each competitor and Team Captain.

1.4.5.1 Local Procedures

The Organisers must submit the Local Procedures to the IGC Bureau for approval in time for publication at least 90 days before the first scheduled day of competition.

Changes to the Local Procedures during the competition must be approved by the Chief Steward, announced at Briefing, and published on the official notice board.

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 "Open Air" format. It shall include all airspace that may result in a penalty if entered. Particular regions of forbidden airspace may be activated or deactivated at Briefing, but addition or permanent deletion of forbidden airspace requires a new publication of the Official Forbidden Airspace file. The original publication of the Official Forbidden Airspace file shall be no later than 30 days before the first scheduled day of competition.

Sporting Limits may be used to implement graduated penalties around forbidden airspace, horizontally, vertically, or both. If used, they must be outside the forbidden airspace and must be described in the Local Procedures.

Contest area altitude limits (if used) are specified in the Local Procedures and are not 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 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 and 7.4.2)

d) Operational Procedures in use
e) QNH
f) Any changes to forbidden airspace or altitude limits
g) Grid Time
h) Anticipated time of first launch
i) End of legal daylight
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.

1.4.5.5 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".

PART 2 CHAMPIONSHIP OFFICIALS

2.1 THE CHAMPIONSHIPS DIRECTOR

2.1.1 The Championship Director shall be in overall operational charge of the Championships and be approved by the IGC. He shall have a Deputy Director and Technical Officials to assist him. The Championship Director is responsible for good management and the smooth and safe running of the Championships.

a. 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 Information Board in the Briefing Hangar.

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

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

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

2.1.2 The Director or his named deputy shall be available at the contest site at all times while Championships flying is in progress.

2.2 STEWARDS AND JURY MEMBERS 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 International Jury Members Handbook, and the Local Procedures for the Championships.

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.

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 Director, 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 President may be empowered to appoint one Member, in consultation with the President of the IGC, from amongst persons present at an event. One or both members may be absent from the event 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.

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. 5.4.2, 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 International Jury Members Handbook.

(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.

The International Jury deals with protests made by competitors. The Jury Members must strive to be neutral and independent of the Championships Director's decisions 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 Organizers 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 3.1.3 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.

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.

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.

After four months before the opening day applications may be accepted, only if there are vacancies, at the discretion of the Organisers. Exceptions may be made for applications from the opposite hemisphere.

3.4.2 **Entry Fee** The entry fee shall cover all operational costs during the Championships, except that aero tows may be paid as used, at the discretion of the Organisers.

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 the number of pilots approved by the IGC and specified in the Local Procedures. The limit is two 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 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 not 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-seater 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, each pilot may occupy either seat on a given competition day. Both pilots on board the two-seater shall be listed in the results and both must fulfill the requirements for competitors in accordance with the FAI Sporting Code, General Section.

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 after 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 **Rejection of Entries** 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, if appropriate, shall require the following documents and

translations:

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

b. For the pilot:

(i) Proof of nationality or certificate of residence (FAI General Section 3.7);

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

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

(iv) A Therapeutic Use Exemption (TUE)

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.

d. 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 collision avoidance transceiver, if its use in the contest area is authorised by governing law;

ii. a demonstration by the pilot of a simulated emergency cockpit evacuation; and

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

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 instruments and procedures covered by this rule in their 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 director of the Championships. 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 waterballast

   according to Type Certificate Data Sheet (TCDS).

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.

4.2.2 Checking takeoff mass shall normally be completed before the sailplanes reach the grid. Adding mass, or changing configuration/crew member (Open Class), beyond the weighing point is prohibited.

The Local Procedures shall give details of the procedures for checking the mass for all Classes.

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.

PART 5 GENERAL FLYING PROCEDURES

5.1 GENERAL Cloud flying and unauthorized aerobatics are prohibited. Any maneuvers hazardous to others in the air or on the ground shall be avoided and will be penalized and competitors shall avoid dropping water ballast in any manner likely to affect other competing sailplanes.

5.2 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. This shall include units of measurement and times as appropriate if not already stated in the Local Procedures.

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. For grid briefings involving task setting the corresponding minimum time between briefing and first launch is 15 minutes.

5.3 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.

5.3.1 **Radio Transmitters and Transceivers** Communications radios are for voice transmissions between team members and between them and the Organisers only.

a. They may not be used to contact Air Traffic Services other than for obtaining permission from an airfield to land on it, unless the Organisers add specific requirements in the Local Procedures.

b. Voice transmissions may only be made on frequencies prescribed by the Organisers.

c. The Local Procedures shall designate common radio frequencies that shall always be used by competitors for flight safety.

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.

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

other classes still flying their assigned task.

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

a. 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*. A valid calibration certificate must be provided for each FR.

b. For scoring purposes, each pilot will designate a maximum of two FRs, by submitting a Flight Log from each FR to be used. The Flight Log 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 5.4d for additional requirements for motorgliders.

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

c. FR recording intervals shall be set to 5 seconds or less. Non-compliance may be penalized. FRs should be switched on for at least two minutes before first takeoff to establish an altitude baseline.

d. All motorgliders to be launched by aerotow must carry out the following procedure at least once after the beginning of the training period and before the first competition Start (and for each FR to be used): After release the engine must be started within 5 minutes and run for a maximum of two minutes to provide a positive MoP record in the Flight Log. This procedure may be used on any day to test the engine but needs to be carried out only once, provided that:

1) Flight Logs from FRs submitted show a positive record of the engine run.

2) Flight Logs on each subsequent competition day also show evidence that detection of MoP is enabled. Failure to provide evidence that MoP detection is enabled will invalidate the flight.

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 for evaluation on each Championship Day 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 accept a Flight Log from the other FR in the event that the first FR fails to provide satisfactory evidence of correctly fulfilling the task as claimed by the pilot. Additionally, the Championship Director may require submission of Flight Logs from all FRs carried, regardless of equipment failures.

h. The Organisers shall be informed of any change of equipment including changes to the set of Flight Recorders carried. Non-compliance may be penalized.

5.4.1 **Altitude Control** A daily QNH will 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 calibrated 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").

5.4.2 Penalties may be imposed by the Organisers for unauthorized interference with the GNSS equipment, data or internal program, or Tracking equipment.

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**

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).

6.3 EXPLANATIONS OF TASKS

6.3.1 **Racing Task**

a. The Organisers shall set a Start, two or more Turn Points (7.5.1) to be achieved in order, and a Finish.

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 to the Finish Point via all assigned Turn Points, less the radius of the Start Ring (if used) and less the radius of the Finish Ring (if used).

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, less the radius of the Start Ring (if used), 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, less the radius of the Start Ring (if used), 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 most favorable valid Start Time and the Finish Time. For non-finishers the Marking Time is undefined.

(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 (7.5.2) 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.

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 to the Finish Point via all Credited Fixes, less the radius of the Start Ring (if used) and less the radius of the Finish Ring (if used).

(ii) If the competitor has outlanded on the last leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), 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, less the radius of the Start Ring (if used), 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 most favorable valid Start Time and the Finish Time, or The Minimum Task time, whichever is greater. For non-finishers the Marking Time is undefined.

(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.

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. The Organisers shall state in the Local Procedures whether water ballast may be discharged after mandatory weight checks, and any required control of the discharge.

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 described in the Local Procedures.

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 Organisers 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.

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 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.

7.3.2 **Motorgliders** Motorgliders may self launch or launch by aero tow. The Organisers shall describe the launch procedures in the Local Procedures.

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 a new Start to be made following the use of a MoP

without an intervening landing may be used if:

i The procedure is described in the Local Procedures.

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

7.3.3 **Release Areas** Release areas and towing patterns shall 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.

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.

d. The Organisers may establish areas around the contest site within which continuous circling is prohibited or is permitted in one direction only. The rules regarding circling in the vicinity of the contest site must be stated in the Local Procedures.

7.4 STARTING

7.4.1 **Definitions**

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

Designated Start - is the use of a set of possible start times, beginning with the original time of opening of the Start (see 7.4.5a), and including additional times at regular intervals thereafter.

Start Time - is either:

- the time the competitor crosses the Start Line or leaves the Start Ring, interpolated to the nearest second, or
- if the Designated Start option is in effect, the Designated Start time immediately before the time the competitor crosses the Start Line.

7.4.2 **Start Options** The Organisers may implement the Designated Start option. To do this, the Organisers must make an announcement at Briefing and publish the "Designated Start Interval" on the Task Sheet. The published interval must be 10, 20, or 30 minutes.

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

a. **Start Line** A line, of defined length, perpendicular to the course to

the first Turn Point, or the center of first Assigned Area.

b. **Start Ring** A circle, centered on a Start Point, and of sufficient radius to enclose the contest site and all release areas.

7.4.4 **Validity of Starts**

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

b. 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 or the Start Ring 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 or Ring shall be applied. If no such event is detected the competitor shall be deemed not to have a valid start.

7.4.5 **Starting Procedures** 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 to 20 minutes if the distance from the center of the release area to the Start Point or Start Ring is less than 15 km.

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 shall be detailed in the Local Procedures. At the announced opening time, the start will open.

If a delay is needed, the new opening time should be announced at least 3 minutes before the superseded opening time.

b. A pre-start altitude (MSL) limit may be imposed and shall be specified at the briefing. 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 limit. Failure to do so will be penalized.

c. The start line or start ring shall normally be closed at the end of legal daylight, or when all competitors are accounted for. Conditions for closing the start at other times must be described in detail in the Local Procedures. After the closing of the start line or start ring, no starts will be valid.

7.4.6 **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.

7.4.7 **Communication of Start Times** [Deleted]

7.5 COLLISION AVOIDANCE AND TRACKING

7.5.1 Collision avoidance transceivers must be turned on and configured to transmit position information.

7.5.2 Pilots are allowed to configure low power modes, limited information modes, and requests for “no tracking.”

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 of 500 m radius centered on the Turn Point.

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 a valid achievement of 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.

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 Final Turn Point to align the sailplanes with the desired direction of finishing. If possible, separate Final Turn 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 the end of legal

daylight, or when all competitors are accounted for. 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.

After finishing, pilots are expected to land as soon as possible.

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 The Local Procedures shall define the landing procedures, and give the radio frequency for landing, which preferably should be the same as the finish line frequency.

7.10.2 Hazardous maneuvers 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 the end of legal daylight is not permitted. Non-compliance shall 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.

7.11.1 Downloading of the Flight Logs from the Flight Recorder can be done by the competitor without the supervision of the organizers. 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 Organizers 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.

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 (after any handicapping is applied).

Dm is defined in para. 8.3.1

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 and AAT are used for Racing Task and Assigned Area 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>Ho</td><td>Lowest Handicap (H) of all competitors, if handicapping is being used; otherwise, Ho = 1.</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 x Ho / 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 x Ho / 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

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 least 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 will not be included in the average. The exception is given in (b), below.

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 Championship 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 Championship Director shall be in accordance with the appropriate list of penalties stated in Section 8.7 below.

8.6.2 The Championship 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 6.2.

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

8.6.5 Unsporting Behaviour

a. Championship pilots and team members who demonstrate aggressive and abusive behaviour to championships Organisers and/or FAI/IGC officials will be sanctioned for unsporting behaviour.

b. The Championship Director will issue a penalty for unsporting behaviour, the size of the penalty dependent on the level of aggression and/or abuse demonstrated. The penalty imposed may be a warning, issuing of championship penalty points, day disqualification or event disqualification.

c. Other team members (Team Captains, crew and other members) who demonstrate unsporting behaviour may incur a penalty ranging from being required to make a public apology to removal from the event.

d. Very serious examples will be referred to the NAC involved and/or IGC/FAI.

8.6.6 Penalties in the following categories:
- Unsporting behaviour
- Dangerous or hazardous flying

and the following specific penalties:
- Flying under the influence of alcohol
- Positive doping control

shall be included in the competitor's overall contest results (including the competitor's cumulative Score), even if imposed during the 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 shall surrender his Sporting License according to the Sporting Code, General Section 5.3.

8.7 LIST OF APPROVED PENALTIES

Type of Offence	First Offence	Subsequent Offence	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 (Time interval between fixes > 5 sec)	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
Incorrect Start			
Between 0 and 0.50 Km from the start line or Ring	50 pts	50pts	50pts
More than 0.50 km from the start line or Ring	No valid start	No valid start	No valid start
Lowest pre-start fix above the altitude limit	1 pt/m	n pts/m	Day Disqual.
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 altitude limit defined at briefing *not exceeding achieved speed points	1 pt/m*	1 pt/m*	Disqualification
Dangerous or hazardous flying			
Cloud flying or unauthorized aerobatics, para 5.1	100 pts	Day Disqual.	Disqualification
Circling in wrong direction in the local zone	Warning	(n-1) x 25 pts	Disqualification
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
Flying above the absolute altitude limit defined at briefing (**Sporting Limit**):			
Excess altitude 100m or less	1 pt/m	n pts/m	Disqualification
Excess altitude >100m	Outlanded at the point exceeding 100m	Day Disqual.	Disqualification
Finish: hazardous maneuver	25 pts	n x 25 pts	Disqualification
Landing: incorrect landing lane	Warning	(n-1) x 25 pts	Disqualification
Landing after legal daylight	10 pts/min	Day Disqual.	Disqualification
Cheating or falsifying documents			
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. 8.6.5	See para. 8.6.5	See para. 8.6.5
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 Championship Director or his designated official. Such complaint shall be dealt with expeditiously.

9.1.4 The complaint must be made in writing. The Championship 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 shall be stated in the Local Procedures. Minimum amount is €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 Championship 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 final scores 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 Championship Director shall deliver a protest to the Jury President without delay.

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 Championship 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 is 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, Chapter 6.

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 time and after all protests have been dealt with.

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 protests and 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. The Local Procedures shall state what flags, discs or tapes should be brought by the competitors.

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 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 shall award prizes to at least the top 25% of competitors in each class, and give commemorative medals or badges 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 these guidelines for their Local Procedures. Each Local Procedure is identified by the appropriate Annex A paragraph number.

*The details in **Part A CHAMPIONSHIP DETAILS** must be completed.*

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

Location of the Event

Time Schedule

Preliminary entries due
Final entries due *3.4.1*
Deadline for approval of new GNSS FRs *5.4a*
Airfield closed for training flights
Registration period *3.5.1/ 3.5.2*
Technical inspection period (acceptance check) *4.1.2 b*
Official training *1.2.3*
Configuration change closes *4.1.2b*
First official Team Captains briefing
Opening Ceremony *1.2.3*
Contest flying *1.2.3*
Farewell party
Closing Ceremony and Prizegiving *1.2.3*

Competition Officials

Director of the Championships
Deputy Director
Task Setter
Chief Scorer

International Jury

President
Members

Stewards

Chief Steward
Steward(s)

Addresses for Correspondence and Entries

B GENERAL

1.1 Additional objectives of the Championships
1.3.1 Championship classes
1.3.2 List of handicaps, if required
1.4.2 Additional safety rules
1.4.5.2 Control Point file format
1.4.5.3 Use of Sporting Limits and Contest Area Altitude Limit

C NATIONAL TEAMS

3.4.2 Entry fee
3.4.3 a. Number of allowable entries per NAC
3.4.3 b. Total number of allowable entries and number of entries per class
3.5.4 a. Additional documentation required
3.5.4 b. Documents required to be carried on board the sailplane
3.6.1 Third party insurance cover

D TECHNICAL REQUIREMENTS

4.1.1 c,d. Additional equipment, markings
4.1.2 b. Instruments that must be removed from the sailplane
4.2.2 Procedures for checking aircraft mass

E GENERAL FLYING PROCEDURES

5.2 Units of measurement
5.3.1 a. Radio communication required for contact with Air Traffic Services
5.3.1 c. Radio frequencies to be used during the Championships

F COMPETITION PROCEDURES

7.1 e. Requirements for discharging water ballast on the grid
7.2.2 Contest site boundaries
7.3.2 Launch procedures for motorgliders
7.3.2a Maximum altitude of climb after self launch
7.3.2c Inflight procedures for motorgliders
7.3.3 Release Areas and Release Heights
7.3.3 Areas where continuous circling is prohibited or permitted in one direction only

7.4.3 Start geometry to be used
7.4.5 a. Radio procedures for announcing the start
7.4.5 c. Conditions for closing the start (if any)
7.6.1 a. Instructions pertaining to real outlandings
7.6.3 Provision of and requirements for aero tow retrieves
7.7.2 Finish geometry to be used
7.7.2 a. Minimum altitude for the finish ring
7.7.2 b. Minimum altitude for the finish line
7.7.4 a. Finish procedures
7.7.4 c. Conditions for closing the finish (if any)
7.8.1 Landing procedures
7.9 Handling of flight documentation

G **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

H **PROTESTS**

9.2.3 The amount of the protest fee

I **PRIZEGIVING**

10.2.1 Requirements for flags, discs and tapes
10.2.3 Additional team awards

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
Improved conspicuity by one or more strobe lights
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

Local Procedures WWGC 2019 V9.1

A. Championships Details

Name of the Event: 10th FAI Women's World Gliding Championships 2019

Location of the Event: Lake Keepit Airfield, Australia

Latitude:	S 30 53.4
Longitude:	E 150 31.6
Elevation:	1150 feet MSL
Time Zone:	UTC +11.0 (Daylight Saving Time)
Map	WAC 3357

Time Schedule:

Preliminary Entries Due	30th June
Final Entries and fees Due	31st August
Reserve Pilots Accepted	30th October
Airfield Availability for Training Flights	Always available
Registration & Technical Inspection	28th to 30th December [Earlier/Later dates may be available on request].
Configuration changes closes	2nd January at 9:00am
Unofficial Training	28th to 30th December
First Official Team Captain Briefing	30th December at 7pm
Official Training	31st December to 2nd January
Mandatory Safety Briefing	31sr Dec 9.30am
Opening Ceremony	3rd 10am
Contest Flying	4th to 17th January
Farewell Party	17th January evening
Closing Ceremony and Prize-Giving	10am 18th January

Championship Organisers:

- Gliding Federation of Australia: C4, 1-13 The Gateway, Broadmeadows, Vic 3047, Australia
- Lake Keepit Gliding Club 234 Keepit Dam Rd, Keepit NSW 2340, Australia

Competition Officials:

- Championship Director – Mandy Temple
- Deputy Director – Anita Taylor
- Task Setter – Bruce Taylor
- Chief Scorer – Neil Campbell

International Jury:

- President – Gisela Weinrich (Germany)
- Remote Jury Member - Wojciech Scigala (Poland)
- Remote Jury Member - Max Stevens (New Zealand)

Stewards:

- Chief Steward – Frouwke Kuipers

Addresses for Correspondence and Entries:

Details for entries will be on the entry form on the official website wwgc2019.com
General enquires to mandytemplecd@gmail.com

B. General

Documents applicable to these championships:

- These rules are based on V2019
- Sporting Code General Section 2018/9.
- Sporting Code section 3. 2019/20
- Sporting Code Section 3a. 2019/20

1.3.1 Championship Classes

The 10th FAI Women's World Gliding Championships will be held in following classes as described in the Sporting Code, Chapter 5.

- Club Class
- Standard Class
- 18m Class

1.3.2 Handicaps

We will use the published IGC Procedures for Handicapped Classes

1.4.2 Additional safety rules

Please note that throughout the competition Proximity Analysis (PAT)will be performed using the IGC files (PAT will be used as an educational tool). The digital safetybox Flytool competition will be used to collect safety remarks.

1.4.5.2 Control point file format

The official Control Point file will be published at the site wwgc2019.com in SeeYou CUP file format.

1.4.5.3 Use of Sporting Limits and Contest Area Altitude Limit, and Horizontal limit

The controlled airspace file will be published at the site wwgc2019.com in Open Air format.

The competition airspace “Sporting Limit” is set approximately 500 feet below and 1000m horizontally from published legal forbidden airspace limits, creating a “buffer zone’’ (or Sporting Limit.)
Entry into the vertical buffer zone will be penalised in accordance with Annex A at 1 point per metre up to 100m.
Entry into the horizontal buffer zone will be calculated in 2 ways;

1. $nx10(d/100)^{2.}$ For example n = 1 and d = 200m penalty is 40 points, n = 1 and d = 1000 m is 1000 points
2. an outlanding at the point of maximum infringement

Following these calculations the pilot will be awarded the more favourable score.
The penalty will be applied each time an infringement occurs until the day score is zero.

C. National teams

3.4.2 Entry Fee

Entry fee is 700 Euros. The rate in AUD is $1135 (based on rate at 1st August)
This includes membership of the Lake Keepit Soaring Club but not the Gliding Federation of Australia (required)

3.4.3.a Number of allowable entries per NAC

Each NAC may enter 3 pilots in each class, plus current World champions.
A substitute pilot can replace a nominated pilot in the case of a withdrawal, provided that the entry fees for the officially entered pilots have been received.
A competitor must be a citizen or resident of the country of the entering NAC and satisfy the conditions of the Sporting Code.

3.4.3.b Total number of allowable entries

The total number of allowable entries shall not exceed 100 in total, with a maximum of 40 in each class. If the total number of entries exceeds 100, or the class entry exceeds 40, the removal of pilots will be made according to the Country Ranking of the IGC Ranking list, valid at the closure date for Final Entries. A NAC that has not entered 3 pilots in each class will not lose an entry until all Teams that have entered 3 pilots have lost an entry.

3.5.4.a Additional documentation required

The organiser will require the following additional documents:
For pilots:

- Membership of the Gliding Federation of Australia

For a sailplane:

- Registration certificate of the glider.
- Flight manual and Log Book.
- Valid weight and balance sheet.
- calibration of GNSS FR not older than 5 years.

3.5.4.b Documents required to be carried on board the sailplane

All documents as specified in the aircraft Certificate of Airworthiness, Experimental certificate or Permit to fly.

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

3.6.1 Third Party Insurance coverage
Third party insurance is required for each participating sailplane.
The required coverage must be the at least AUD$1,000,000.

Other
Team captains must have a serviceable cellular telephone with an Australian SIM card. We recommend that pilots also obtain an Australian SIM to reduce call costs.

D. Technical Requirements

4.1.1 c, d Additional Equipment and requirements
For the Sailplane;

- Each sailplane must be equipped with a radio able to communicate at aviation frequencies with 25 kHz spacing.
- Serviceable Audio variometer
- Removable instruments, such as flight computers, GPS navigators etc. must be firmly mounted in the glider in such a way that the pilot's vision is not affected, and connected in such a way that they do not impede an emergency evacuation.
- No High visibility markings are required.
- FLARM: The installation and use of a proximity warning device (FLARM) is mandatory. Australia uses 921MHz
- At technical inspection competitors will be required to demonstrate that the Flarm is operational.
- The Flarm must remain operational during all flights in order to improve safety.
- The organisation will use a range of checking procedures to verify that Flarm transmission and reception is functioning. This may require pilots to submit a Flarm trace or validation from Flarm radar.
- Non-functioning Flarms may be penalized as a safety breach. First offence a warning, subsequent breaches (n-1) X 25 points.

Oxygen:
Civil Aviation Legislation in Australia requires Oxygen when flying above 10,000 feet. At technical inspection we will check if your glider is equipped with oxygen. If you do not have oxygen fitted then we expect you to remain below 10,000 feet for your flights. Exceeding the limit without oxygen fitted will be treated as a safety violation and may result in a safety penalty being applied. First offence a warning, subsequent breaches (n-1) X 25 points.
Oxygen re-filling (by Keepit Glider Tech the commercial glider maintenance operator on field) will be available on site for $20AUD.

Emergency Locator Beacons (ELB)
Pilots are recommended to carry an ELB, EPIRB, Spot or similar satellite location device as much of the contest area is remote with low population and so communication may be limited.

4.1.2 b Instruments that must be removed from the sailplane
The following instruments shall not be carried on board:
• Gimballed compass
• Turn indicator

• Artificial Horizon

Pilots must sign a declaration at registration confirming that they will not use any other device or embedded function to assist with cloud flying.

4.1.1.c Carriage of GNSS data transmitters for public displays

The organizers will require competing sailplanes to carry GNSS data transmitters to enable the public display of GNSS flight records during competition flights. Such display will not begin before the start line is opened and the actual positions of the sailplanes shall be displayed with a time delay of at least 15 minutes. This delay may be reduced to zero prior the finish.

4.2.2 Procedures for checking aircraft take–off mass

Initial Weighing

The organizers will initially provide the following weighing operation during scrutineering. The results of this operation will be recorded and made available to the pilot concerned:

- Glider at maximum take-off weight with pilot and parachute, all batteries, tie-down equipment, oxygen, additional clothing. Disposable ballast may be added or discharged in order to adjust the weight.
- Reference main wheel weight in towing-out configuration with all removable equipment on board that would normally be on the glider when towing out. This configuration is required at weighing each day, no variation.
- The tail wheel weight will be recorded for future comparison; tow out equipment will be photographed and must not be changed. Up to three litres of drinking water will not be included in this weighing.

Regular weighing

- On all competition days all gliders will be weighed in their towing-out configuration as described above with all removable equipment on board at the weighing point on their way to the grid. Pilots may be asked to demonstrate that all of these items are on board. The main wheel weight determined by the scrutineers will be used as the reference weight. Tail wheel weight may be checked. Gliders exceeding their reference weight must discharge water ballast to achieve their reference weight at the weighing point without incurring penalties.
- Only personal belongings may be added to the glider on the launch grid, such as up to 3 litres of drinking water, food, additional clothing etc. and navigational equipment like maps, task sheets and portable navigation equipment (for example Oudie). All the other items are supposed to be in the cockpit in the tow out configuration. No other items may be added without consulting the Chief Steward.
- Water ballast that has leaked out of the glider may only be replaced under the supervision of Steward.
- The organisers may require a glider to return to the weigh station if there are any concerns about the weight.
- A mass check will be required after re-lighting for another launch if water ballast is added.

E. General Flying Procedures

Special Circumstances: Smoke or Dust storm visibility

1. In the case of visibility being impaired by smoke or dust, the organisers will use 10km visibility as a safety limit.

2. The Organisers may, with Steward Agreement, authorise a member (or members) of the organisation to launch in a glider or power plane to gather information about the conditions in the task area.

Explanatory Material/ Procedures (not in the rules but an agreed process):

(a) The task setter will be cognisant of any threat of smoke or dust and task away from risky areas where possible.

(b) Any decision to launch will be mindful of the conditions in the start area.

(c) The start gate will be open if the organisation is satisfied it is safe to do so.

(d) A task may be cancelled after the start gate is open, including when gliders are on task if there is a threat of a serious reduction in visibility impacting on the safety of any competitor.

(e) If it is expected that a task may need to be cancelled, the organisation will launch the organisation observer(s) to provide information on the task area, including any change in condition (such as a swing in wind direction impacting visibility).

(f) Any cancellation mid task will be done with the intent to give pilots enough time to land safely.

(g) During Briefing:

a. The organisation will communicate any expectations of visibility hazards at briefing and will explain what they expect could happen, in which task area, at what time. They will communicate who they will launch, where they will track and how any cancellation would be coordinated, openly.

b. Provide suggestions about safe landing options.

(h) The cancellation will be announced on the safety frequency and on WhatsApp to the Team Managers, (including landing urgency).

(i) The observer(s) will be available on the safety frequency for safety/landing.

(j) The observer(s) will at all times ensure they do not interfere or assist with competition aircraft.

(k) The observer(s) will carry a logger or tracker and the file will be published.

5.2 Units of measurement

Unless otherwise stated, the following units will be used:

- Distances will be expressed in kilometres (km)
- Heights will be expressed in Feet Above Ground Level (AGL), Altimeter setting for QFE
- Altitudes will be expressed in Feet Above Mean Sea Level (MSL), Altimeter setting for QNH
- Flight Levels will be expressed in Feet (FL). Altimeter setting for 1013.25 hPa
- Speed will be expressed in kilometres per hour (km/h) or Knots.

- Vertical speed will be expressed in meters per second (m/s) or knots (kts)
- Mass will be expressed in kilograms (kg)
- Tracks and radials will be expressed in degrees from True north

5.3.1 Radio transmitters and receivers

Transmissions may only be made on frequencies specified by the organisers.
Many larger airfields have a Common Terminal Aerodrome Frequency (CTAF) and pilots who are below 3000 feet within 10 miles are encouraged to advise traffic of their presence. Pilots are permitted to use the listed CTAF frequency for this purpose only.

5.3.1 Radio frequencies to be used during the championships

For the championships the following frequencies will be used:
Lake Keepit CTAF (132.25 MHz) will be used for operations at the contest site including marshalling, launch, finish, landing, return gliders to tie down.
Cars used to retrieve gliders must monitor Lake Keepit CTAF 132.25. Note Car radios tuned to 88.0 FM can receive CTAF broadcasts.
Lake Keepit BASE (FREQ 122.025 MHZ) will be used to advising start gate opening, official announcements and for gaggle safety.
Team Frequencies: Each team will be allocated one team frequency for team communication related to the contest.

F. Competition Procedures

5.4.1 Altitude Control

We will use MSL for scoring purposes except that QNE must be used for Flight Levels above FL110 in Australia.

5.4 d Control Procedures

Rule 5.4d will be implemented for motor gliders, regardless of the type of power plant. In particular, competitors with jet or electric engines must provide evidence of Means of Propulsion (MoP) detection to the satisfaction of the organizers for each Flight Recorder to be used for scoring.
Sealing of engine doors may be used as verification that the engine was not used. The pilot must present to the weigh station and have the seal signed by an official. At the end of the flight the glider must be towed directly to an allocated location to have the seal checked.
If the seal is broken then the glider is assumed to have used the engine.

7.1.1 Discharging ballast

Competitors are allowed to discharge ballast after passing through weight control and before arriving on the launch grid.
Discharging water on the grid is only when advised by the organisers.

7.2.2 Contest site boundaries

The contest site boundaries are the airfield boundaries. Maps will be available on the competition web page.

7.3.2 Launch procedures for gliders and motor gliders

Launch pattern and drop zones will be published on the competition web page in the Self-Briefing.
All Motor gliders must follow a path that enables them to stop their engine at the specified height within the nominated drop zone. Penalties may be applied in the order of 25 points per Km outside of the drop zone, at the discretion of the Championship Director.

7.3.2.a Maximum altitude of climb after self-launch
Motor gliders, after self-launching, must stop their MoP not higher than 2000 feet AGL, in the release area of the appropriate class.

7.3.3 Release Areas
We have six release areas they are shown on the Self-Briefing

- South Whisky
- South Echo
- North Echo
- North Whisky
- North Alpha
- South Alpha

Alpha North and South are based on runway 14/32 centreline extensions.
South Whisky cantered 1.5nm South West
South Echo cantered 1.5nm South East
North Echo cantered 1.5nm North East
North Whisky cantered 1.5nm North West
The release areas of each class will be announced at the daily briefing. The release height is 2000 feet AGL.

7.3.3 Areas where continuous circling is prohibited or permitted in one direction only
There is no requirement to circle in a set direction other than normal rules of the air which requires circling in the same direction as gliders already in the thermal.

7.4.3 Start Geometry
The Start Option for the championships is a Start Line. A straight line, perpendicular to the track to the first Turn Point or to the centre of the first area. Length of the line will be 10 km.

7.4.5.a Radio procedures for announcing the start
For announcing the start on the competition frequency the following phrases (repeated once) will be used:

- The start for the (xx) class will be opened in 20 minutes at (time hh:mm), - Start time will be determined as soon as possible after the take-off of the last sailplane in the class, which was in its specified grid position on time
- The start for the (xx) class will be opened in 10 minutes, - 10 minutes before the opening of the start for the class
- The start for the (xx) class will be opened in 5 minutes, - 5 minutes before the opening of the start for the class
- The start for the (xx) class is now open - Just after the opening the start for the class
- The start for the (xx) class is delayed for (number) minutes – As soon as possible but earlier than the 10-minute warning of the gate being opened.
- The start for the (xx) class is cancelled - As soon as possible after the cancellation of the Day.

7.4.5.c Conditions for closing the start
If the start time is limited, it will be announced at briefing and specified on the task sheet.
The start line may be closed in case of adverse weather forecast.

7.6.1.a Instructions for real out landings
A competitor who has landed out shall contact his/her team captain without delay. This information may be communicated to the organisers by;

- Low Crop Aero
- Outlanding form
- Text message

7.6.3 Provision of, and requirements for aero tow retrieves

Aero tows are available from suitable fields with the landowners' permission and from recognised strips at the discretion of the organiser. All aero tow retrieves must be provided and arranged by the organiser.

7.7.2 Finish options to be used

The finish will normally be a Finish Ring of Radius 3 km. If storms are forecast the finish ring size may be increased for reasons of safety. This information will be on the task sheet.

7.7.1.a Minimum height for the finish ring

The minimum height for crossing the 3km finish ring is 1450ft MSL for Club Class and 1400ft MSL for Standard and 18m class or as specified at briefing.

7.7.4.a Finishing procedures

Arrivals must be announced on the Lake Keepit CTAF frequency 132.25 MHz. The following phrases shall be used:
(Competition number), (distance to finish line approximately 20km and then as necessary to maintain separation and awareness), (direct landing/speed finish).
Preferred landing will be a "Direct landing" to the allocated runway.
Gliders with more energy may elect to do a "Speed finish" followed by a circuit to the nominated runway. The procedures for joining the circuit of the runway in use for speed finishers will be specified at the briefing, and are in the Self-Briefing.

7.9 Landing

Sailplanes are requested to land as long as possible to allow other sailplanes to land safely behind them. Any sudden change in direction of flight during the landing procedure is strictly prohibited. Violations will be penalized. Landing instructions for sailplanes landing following a circuit will be specified at the briefing and are on the Self-Briefing.

7.9.2

Having crossed the finish ring the competitors shall land without delay
The flight trace must not show excessive pull ups or dives from 10km to landing. Excessive manoeuvres will be penalised as a safety violation at the discretion of the Championship Director.
Except that if the finish ring size is increased due to storms competitors may use their own judgement to achieve a safe landing.

7.10 Flight Documentation

All flight documentation, including FR logs, shall be submitted after landing at the airfield within 6045 ~~45~~ minutes. Back-up documentation shall be handed in within 60 minutes after the pilot was notified. A valid FR log must be submitted for each flight flown on each day flown, including official training days. A link for uploading traces will be on the competition website. The time period between 21.00 and 07.00

G. Scoring

The scoring system for the championships will be:

- The Classic Scoring System
- SeeYou version 10 (or higher) will be the official scoring software.

H. Complaints and Protests

9.2.3 The value of the protest fee

The value of the protest fee is AUD$200.

I. Prize Giving

10.2.1 Requirements for flags, anthems etc

Every team shall bring the same number of 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
Every team shall bring one copy of their national anthem on CD disc or audio file to be supplied at registration.
Cars shall bear the registration of the glider/s they belong to.