

TRANSLATION OF

POLISH RULES FOR GLIDER COMPETITIONS
(Regulamin Zawodów Szybowcowych)

as valid from 28.02.2014

This translation is an unofficial document to allow pilots not speaking Polish language understand rules at Polish glider competitions.

This document is not intended to be ultimate source of the rules. Official rules are published by Aeroclub of Poland in Polish language only.

If you have any comments or suggestions to the translation, please send it to the author:

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PRELIMINARY REMARKS

- a. This edition of Rules for Gliding Competitions is based on FAI Sporting Code Section 3, Annex A - Rules for World and Continental Soaring Championships, 1.10.2002 edition with some corrections from Annex A until 1.10.2010/version 2.
- b. Rules for Gliding Competitions is partly a direct translation of SC3 Annex A, with some modifications. Some paragraphs were removed and replaced by words „does not apply”. Words and rules reflecting polish-specific rules are indicated by *italics*. Significant (from pilot's point of view) differences from SC3 Annex A are marked by **yellow highlighting**.
- c. Competition Local Procedures (Regulamin Lokalny - RL) is considered as a part of this Rules.
- d. In this Rules 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.
- e. In this document, wherever the word he, his or him is used, it should be taken as he/she, his/hers or him/her.

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Definitions of important acronyms and terms used:

AA	– Assigned Area
AAT	– Assigned Areas Task
AP	– Aeroclub of Poland
FAI	– Federation Aeronautique Internationale
f_s	– glider handicap factor
f_{s_0}	– compensated handicap factor
fix	– discrete flight parameters at specified time, according to IGC definitions
FPT	– Finish Point
GNSS	– Global Navigation Satellite System - general term
GNSS FR	– GNSS Flight Recorder
IGC	– International Gliding Commission
KZS	– National Gliding Competition
LS FAI	– FAI Sporting License
MoP	– Means of Propulsion
PO	– Organisational Letter
RL	– Local Procedures
RZS	– Regional Gliding Competition
ROL	– Real Outlanding
RT	– Racing Task
SMP	– Polish National Gliding Championships
SPT	– Start Point
TP	– Turn Point
VOL	– Virtual Outlanding

1. GENERAL

1.1. OBJECTIVES OF THE COMPETITIONS

1.1.1. *The objectives of SMP are:*

- *selecting the champions and vice-champions in each competition class,*
- *qualify best pilots to the National Gliding Team (SKN), National Women Gliding Team (SKNK) and National Junior Gliding Team (SKNJ) ,*
- *gaining points in Polish Glider Pilots Ranking List.*

1.1.2. *The objectives of KZS and RZS are:*

- *selecting the winners in each competition class,*
- *gaining points in Polish Glider Pilots Ranking List.*

1.1.3. Important objectives of all competitions are:

- fostering friendship, co-operation and exchange of information among soaring pilots;
- promotion of the positive public image of soaring *in Poland*;
- encouraging technical and operational development of the sport;
- encouraging the development of safe operational procedures, good sportsmanship, and fairness in the sport of soaring.
- *improving flying and sport skills.*

The Organizers may state any additional objectives in their Local Procedures (RL).

1.2. GENERAL REQUIREMENTS

1.2.1. *(does not apply)*

1.2.2. The winner is the pilot having the highest total score, obtained by adding the pilot's points for each competition day. Titles of National Champion and two Vice-champions will be awarded to three top ranked *pilots of polish nationality and holding FAI Sporting License issued by AP*. In case of a tie, see paragraph 10.2.3.

1.2.2.1. National Champion title will be awarded in each class of Polish National Championships (except Woman's National Championships), provided that:

- a. there was at least 10 competitors *of polish nationality* in the given class scored with at least 1 point,
and
- b. there have been at least *three* competition days (see 8.2.1) in that class and official dates of the competition (defined in Organisational Letter and confirmed by Local Procedures) were not reduced.

1.2.2.2. National Champion title will be awarded in each class of Polish Woman's National Championships, provided that:

- a. there was at least 10 competitors *(including 5 of polish nationality)* in the given class scored with a least 1 point,

and

- b. there have been at least **three** competition days (see 8.2.1) in that class and official dates of the competition (defined in Organisational Letter and confirmed by Local Procedures) were not reduced.

1.2.2.3. KZS/RZS Winner title will be awarded to in each class of KZS/RZS, provided that:

- there have been at least **three** competition days (see 8.2.1) in that class and official dates of the competition (defined in Organisational Letter and confirmed by Local Procedures) were not reduced.

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 **may** be given during the period. The Organizers may declare further rest days for stated reasons such as pilot fatigue.

Last competition day might be used for competition flying if there is one competition day missing to make the competition valid. This option shall be described in RL.

1.2.4. *(does not apply)*

1.3. COMPETITION CLASSES

1.3.1. The following competition classes are approved:

- a. *Open (SMP-Otw. and RZS-Otw.),*
- b. *18 meter (SMP-18m, KZS-18m, RZS-18m),*
- c. *15 meter (SMP-15m, SPMK-15m, KZS-15m, RZS-15m),*
- d. *Standard (SMP-Std, SMPK-Std, SMPJ-Std and KZS-Std, RZS-Std),*
- e. *World (SMP-Św.),*
- f. **Club-A** *(SMP-Klub-A, SMPK-Klub-A, SMPJ-Klub-A, KZS-Klub-A, RZS-Klub-A),*
- g. **Club-B** *(SMPK-Klub-B, SMPJ-Klub-B, RZS-Klub-B,)*
- h. *Multiseat (RZS-2M).*

Appendix 1 defines which gliders belong to which class. Appendix 1 may include a glider in the class even if it does not meet technical requirements of the corresponding FAI class.

Handicap factors are used in each classes except World Class. Handicaps are defined in Appendix 1.

It is also approved to held a RZS in the combined classes (combination of classes mentioned above):

- i. *Open + 18 meter (RZS-Otw.),*
- j. *18 meter + 15 meter (RZS-18m),*
- k. *15 meter + Standard (RZS-15m).*

Competition class will be designated by the class of higher performance gliders. Handicaps will be used. Combination of classes should be clearly defined in PO and RL and can take place only if:

- *it was assumed by the Organiser as the foundation rule for competition, or*
- *it was declared as an option in case of small number of pilots in one of the classes.*

Combined classes may be also split again, however this should be clearly defined in PO and RL.

Classes have to be defined in RL. Two-seater sailplanes may compete either flown solo or dual. Only name of pilot-in-command will be shown in results (this does not apply to Multiseat class). In the Multiseat class the crew consist of two pilots, which cannot be changed during the competition. Both crew members must fulfill the requirements for competitors.

- 1.3.2. *For SMP/KZS – if any one class does not have at least ten participants from at least four Aeroclubs on the first Competition day, the contest may take place, but it will be not considered a National Championship and f_m factor will be reduced according to Rules of Glider Pilots Polish Ranking List.*

For RZS – if any one class does not have at least ten participants from at least four Aeroclubs on the first Competition day, the contest may take place, but f_m factor will be reduced according to Rules of Glider Pilots Polish Ranking List.

- 1.3.3. Motorised sailplanes shall be permitted to participate in their appropriate classes, provided they have fully functioning MoP recorders. *Organisers shall describe motorgliders launch procedures in the RL.*

1.4. RESPONSIBILITIES OF THE ORGANISERS

- 1.4.1. The Organisers shall pay due regard to safety and fairness in all aspects of the competition.

The Organisers may issue additional rules regarding safety in the RL.

- 1.4.2. The Organisers shall provide:

- a. all facilities necessary for the satisfactory operation of the Competition.
- b. any extra information to each of the competitor on arrival to contest site,
- c. electronic copy of turn points database to each competitor. Files shall be of the default formats of most popular soaring software (at least GPS_LOG, SeeYou, Winpilot). The Organisers shall publish these files on the competition website at least 14 days prior to the start of competition.
- d. electronic copy of closed airspace and contest area boundary definitions to each competitor. Organisers shall publish these files in OpenAir format at least 14 days prior to the start of competition.
- e. any extra meteorological data to competitors and their helpers during the competition, supplementary to the meteo materials provided at general briefings,

Meteorological, GNSS and other flight-related data during the competition belong the Organiser and free access should be provided to them.

- 1.4.3. *Anti-doping controls according to applicable law requirements might be conducted.*

- 1.4.4. The Organisers shall form a Safety Committee consisting of at least one *representant of the Organisers* and one pilot from each competing class. The representative pilots shall 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.

Safety Committee should also report to the Organiser any safety-related complaints which were caused by actions taken by Organiser's staff.

2. CONTEST OFFICIALS

Contest officials are:

- Contest Director,
- Sporting Director,
- Chief Scorer.

Officials of SMP/KZS-ranked competitions is nominated by manager of the hosting organisation and approved by Gliding Commission of AP.

Officials of RZS-ranked competitions is appointed by manager of the hosting organisation with consultation with President of Gliding Commission of AP.

Individuals being contest officials cannot be competitors in this contest.

2.1. CONTEST DIRECTOR

2.1.1. The Contest Director shall be in overall operational charge of the contest and *is responsible for its proceedings*. He must be approved by *Gliding Commission of AP*. He shall have a *Sporting Director* to assist him.

The Contest Director is responsible for good management and the smooth and safe running of the competition. *He supervises the work of Sporting Director, Scoring Commission and other persons with operational positions during the event.*

- a.** He shall make operational decisions in accordance with the rules of the Sporting Code and *Competition Rules*. The decisions shall be published without delay in writing *in the way and place described in RL..*
- b.** He may penalise a competitor for misconduct or infringement of the rules.
- c.** *(does not apply)*
- d.** He shall publish the officially accepted entry list, issue daily results with the minimum of delay, and report the full results to *Gliding Commission of AP*.
- e.** *He shall cooperate closely with Referee and shall report or give evidence on his request.*

2.1.2. The Contest Director or his named deputy shall be available at the contest site at all times while the Competition *is taking place*.

2.2. (DOES NOT APPLY)

2.3. SCORING COMMISSION

Scoring Commission consist of:

- Chief Scorer,
- *(optional) Scoring Assistants.*

Chief Scorer provides the results and ranking of the competitors and deals with any complains. Chief Scorer is appointed from the individuals possessing license of Gliding Sport Judge. For SMP-ranked events, this license shall be class 1.

A Reserve Scorer shall be appointed for the competition and shall have adequate permissions and be able to take over the duties of Chief Scorer if it's required. Reserve Scorer is not required to be present at the competition site if Chief Scorer is performing his duties.

It is recommended for Scoring Assistant to have a adequate Judge licences which enables him to replace Chief Scorer (i.e. be a Reserve Scorer).

2.4. REFEREE

Referee deals with competitors' protests and is the highest sporting official during the competition. He can not take any duties in the field of organisation and conducting of the competition nor be a competitor. Referee has to be approved by Gliding Commission.

2.4.1. Referee shall:

- have thorough knowledge of FAI Sporting Code (General Section and Section 3), Competition Rules and RL for current competition,*
- be neutral and independent of Organiser's decisions,*
- be ready to give advices and answer enquires by competition officials regarding interpretation of rules and general conduct of the event,*
- give detailed report of any protest to Gliding Commission of AP.*

2.4.2. *Referee may demand Organisers to obey the FAI Sporting Code, Competition Rules and RL. If Organisers do not comply, Referee is empowered to stop the competition until the flaw is corrected.*

2.4.3. *Referee is empowered to cancel the competition if Organisers fail to comply with FAI Sporting Code, Competition Rules or RL. Referee may order Organisers to return all entry fees.*

2.4.4. *Before official closing ceremony and after dealing with all protests, Referee certifies Final Competition Results and announces the competition valid, along with a statement (App. no 8) that the event was conducted according to the Competition Rules and RL.*

2.4.5. *Referee does not have to be present at the competition site for full duration of event, however in case a protest is filed he shall be able to hear both sides, analyse evidence and judge the case. On the last day of the competition, Referee shall be present at the competition site to deal with any protests and complete duties described in 2.4.4.*

2.4.6. *Organisers cover Referee's living costs (accommodation, meals) and costs of travel to the competition site.*

3. COMPETITORS

3.1. (DOES NOT APPLY)

3.2. (DOES NOT APPLY)

3.3. (DOES NOT APPLY)

3.4. ENTRY

Entry rules should be defined in RL.

3.5. REGISTRATION

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

Template of the registration form, to be customized by the Organisers, is shown in Appendix no 9.

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

3.5.3. *Pilot shall possess and Organisers may require the following documents and their translations:*

3.5.3.1. For the pilot:

- *Pilot Licence valid for the duration of event,*
- *Medical Certificate valid for the duration of event,*
- *Personal Log Book,*
- *Silver FAI Gliding Badge,*
- *FAI Sporting Licence valid for the year of the event,*
- *Aeronautical Service (Radio) Operator's Certificate valid for the duration of event.*

3.5.3.2. For the sailplane - see p. 4.1.2.

3.5.4. *The Organisers may also require additional documents (see RL).*

3.6. INSURANCE

Third-party aircraft insurance is mandatory and should be made according to Polish law. Details regarding the insurances will be described in Organisational Letter and RL.

4. TECHNICAL REQUIREMENTS

4.1. SAILPLANES AND EQUIPMENT

4.1.1. *Competitors shall arrive at the competition site within time given in Organisational Letter with following equipment:*

- *airworthy sailplane with required technical documents to confirm it,*
- *parachute with packing valid for the entire event,*
- *for SMP and KZS: GNSS FR approved by IGC (with barograph calibration table),*
- *for RZS and Junior SMP: GNSS FR approved by IGC (with barograph calibration table) or non-IGC approved GNSS FR able to record GPS altitude,*
- *serviceable on-board VHF radio,*
- *other equipment listed in Organisational Letter and RL.*

It is recommended to use: audio variometers, soaring computers and anti-collision devices.

- 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 *safety belts* and wear a serviceable parachute on each competition flight.

4.1.2. Each competing sailplane shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly and:

- a.** must have been issued a valid Certificate of Airworthiness or Permit to Fly not excluding competitions,
- b.** Shall be made available to the Organisers before the briefing on the first contest day for an acceptance check in the configuration in which it will be flown. This configuration shall be kept unchanged during the whole competition. No instruments permitting pilots to fly without visual reference to the ground may be carried on board *(it is allowed to disconnect them from the power source or to place a cover which is to be sealed by Scorer, e.g. for a turn indicator)*. The Organisers may specify instruments covered by this rule in their RL.

Configuration refers to the shape, and dimensions of the primary structure of the sailplane and includes movable controlling surfaces, landing gear retraction mechanism, 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 motor-glider, if either the engine installation or the propeller is modified.

Any navigational equipment is permitted.

The Organisers will state in their Local Procedures if they require competing sailplanes to:

- be marked with high visibility markings to improve in-flight conspicuousness,
- Carry GNSS data transmitters to enable the public display of GNSS flight records during competition flights. Such a display will not begin before the start line is opened and the actual position of the sailplanes shall be displayed with a time delay of at least 15 minutes. This delay should be reduced to zero prior to the finish.

- 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 *Referee*. 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 Competition, on days when tasks are set, sailplanes entered in the event may only be flown on Competition 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 Competition up to the Prize Giving.

4.2. MAXIMUM TAKE OFF MASS

- 4.2.1. The following Maximum Take Off Mass (MTOM) shall be enforced:

- a. Open class – 850 kg,
- b. 18 meter class – 750 kg,
- c. 15 meter class – 750 kg,
- d. Standard class – 540 kg,
- e. Club A and Club B classes – no water ballast is permitted,
- f. World class – 300 kg,
- g. Multiseat class – 750kg.
- h. Organisers may impose additional restrictions to the above maximum takeoff masses to take into account any operational factors such as obstacles, airfield limits, runway and tow plane limitations, and prevailing weather.

MTOM according to TCDS for any specific glider must not be exceeded under any circumstances *and any payload shall be installed according to the glider's operation manual.*

- 4.2.2. Checking take off mass shall normally be completed before the sailplanes reach the grid. Adding mass beyond the weighing point is prohibited.

The procedures for establishing the mass of the World Class glider are set out in Appendix 1 to SC3 Annex A. 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 must be at least 30 cm high.
- b. *It is recommended* to put contest numbers on the glider trailer and crew car.

- 4.3.2. Contest numbers shall consist of not more than three letters or figures or a combination of letters and figures in 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 or not complying with this paragraph 4.3. Competitors not complying with the Organiser's requirements shall be denied competition launches.

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 *day before the task* at which full meteorological and operational information (*especially airspace restrictions, prohibited areas*) 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 in case of exceptional circumstances outside his control pilot *may nominate another person to represent him*.
- b. Flight and safety requirements given at briefing shall carry the status of Local Procedures. *These cannot be contradictory to the Rules and RL.*
- c. *(does not apply)*
- d. *Change of the day's task or change of task conditions must be confirmed **in writing** by all competitors. This shall be done as clear acknowledgement of changed task parameters.*

It is forbidden to conduct more than one task in a class on single day.

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

Com. radios are for voice transmissions between **competitors of a given class** 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. ***Any other transmissions between competitors of different classes or between them and ground are prohibited, except if required (i) by Organisers, (ii) for safety reasons, (iii) for collision warning.***
- c. Voice transmissions may only be made on frequencies prescribed by the Organisers.
- d. The Local Procedures shall designate common radio frequencies that shall be used by competitors.

A single frequency should be designated for the launch, start, finish, landing **and outlanding**. One frequency should be designated for each Class flying within a common task area.

Competitors should maintain a listening watch on the designated frequencies, especially during the launch, prior to starting, while finishing and landing (**outlanding too**), 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 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. All FR's approved by the IGC up to two months prior to the Opening Day shall be accepted. A valid calibration certificate must be provided for each FR.
- b. *In case of malfunction of a GNSS-FR during the task, a GPS altitude may be used for calculations, with all consequences of its inaccuracy.*
- c. *Non-IGC certified GNSS-FR is approved as a backup device for SMP, provided it records barometric or GPS altitude.*
- d. *Non-IGC certified GNSS-FR is approved as the primary device for KZS, RZS and Junior SMP. GPS altitude recording might be used for verification.*
- e. Two FR's may be used. One being designated *in writing* to the Scoring Commission as the primary recorder and the other one as a back-up. *Scoring Commission will use backup recorder data only if primary recorder fails.*
- f. Competitors must submit a Flight Log for evaluation on each Contest Day on which a launch was made, regardless of the outcome of the flight(s). Where possible the Flight Logs submitted must include Pilot Name and Contest Number in the IGC file.
- g. *The Scoring Commission shall be informed of any change of GNSS-FR. Differences from official GNSS FR declaration will be penalized according to penalties table.*
- h. FR's recording intervals shall be set to 10 sec or less. Non-compliance may be penalized. *It is recommended to increase GNSS data density in vicinity of TPs.*
- i. FR's shall be switched on for at least two minutes before take off to establish an altitude baseline.
- j. *(procedures for motorgliders are described in par. 5.5)*
- k. If both recorders fail and the Flight Record 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 motor glider, use the MoP.

For SMP, KZS and RZS competitions, factory calibration table or any other calibration done according to FAI SC3 Annex C is approved regardless of the calibration date. Chief Scorer may request competitor to update the calibration.

- 5.4.1. Penalties *will* be imposed by the Organisers for unauthorized interference with the GNSS equipment, data or internal program.

5.5. MOTORGLIDER PROCEDURES

To provide a positive record on the Flight Log from motor gliders having an MoP capable of being started in flight (including sustainer MoP) the pilot must follow one of procedures described below in par. 5.5.1-5.5.4.

All flight logs from a motorglider during the competition must contain proper MoP recording data.

5.5.1. Self-launch

Glider's self-launch (made according to par. 7.3.2) is enough to provide positive MoP recording.

5.5.2. Engine run on the ground

Short engine run directly before the launch. Pilot should make sure that engine run will be clearly recorded by MoP recorder. Please mind that some flight recorders start writing data only after a movement is detected. The FR's must remain switched on following an engine run on the ground.

5.5.3. Engine run in the air – procedure 1

The engine should be started within 5 minutes after release. Engine run must last no longer than 2 minutes.

If 2 minutes of engine run is exceeded pilot will be deemed as landed on the airfield. He shall perform another ground launch or procedure described in par. 7.3.2.c.

If 5 minutes from release time is exceeded (by max 2 minutes) it will be penalized according to the penalties table.

5.5.4. Engine run in the air – procedure 2

The engine shall be started at altitude not lower than 400m above aerodrome level (QFE) and maximum 5 km from FPT. Engine run must last no longer than 2 minutes. There shall be 10 minutes of time between engine shutdown and pilot's Start Time (see penalties table).

Starting the engine below 400m but within 5km from FPT will be deemed as an Air Relaunch, if this procedure is in force (see par. 7.3.2.c). In other cases starting the engine below 400m but within 5km from FPT is penalized by 100 pts. This penalty is waived if pilot recognizing his mistake immediately lands on the airfield and performs another ground launch.

Starting the engine below 400m and more than 5km from FPT will be deemed as Virtual Outlanding (VOL).

Starting the engine above 400m and more than 5km from FPT will be penalized according to the penalties table.

Start Time within 10 minutes after engine shutdown will be penalized according to the penalties table.

5.5.5. Waiving the procedure

Chief Scorer may grant competitor a waiver from execution of procedures described in par. 5.5.1 - 5.5.4. This will be done if during earlier event days (including official training) at least one of these procedures has been performed and MoP recording from all declared GNSS FRs gave satisfactory and unambiguous pattern of MoP run record.

Chief Scores shall publish on official notice board the list of competitors receiving this waiver before the beginning of launches.

6. TASKS

6.1. GENERAL

The following task types are available for use during the Competition. A single task type should not be used for more than 67% of the Competition Days in each class:

- Racing Task – **RT**,
- Assigned Area Task – **AAT**.

6.2. TASK DEFINITIONS

6.2.1. Racing Task (RT)

The pilot has to fly around turn points (TP), assigned by the Organisers, in the shortest time *and return to FPT*.

This is the “classic” task that has been used for years in all championships.

Finishers:

- Are scored as a function of the speed and the task distance, and
- Will receive the same distance points and the same score for the same speed, even if the distance flown is different (*see also par. 6.3.1.c*)

Non-finishers:

- Are scored only as a function of their achieved distance, and
- The distance points will be calculated relative to the maximum distance flown.

6.2.2. Assigned Area Task – AAT

The pilot has to achieve the highest speed, in a designated (minimum) time around Assigned Areas.

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

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

6.2.3. The classes should fly different tasks each day.

The number of TP or AAs (including final TP/AA) cannot exceed:

- a.** 3 – for tasks with Dt distance or Minimum distance up to 200km (150km for Club-B and World classes),
- b.** 4 – for tasks with Dt distance or Minimum distance up to 300km.

6.3. EXPLANATIONS OF TASKS

6.3.1. Racing Task (RT)

- a.** The Organisers shall set a number of Turn Points in a sequence.
- b.** The competitor shall complete the task by passing through these Turn Points, in the sequence designated by the Organisers, and return to Finish (FPT) in the shortest time.
- c.** The Task Distance is the distance from the Start Point (SPT) to the Finish Point (FPT) via all assigned Turn Points.

Notice: Task Distance, after application of handicap factors, shall be greater than 100 km (80km for Club-B class).

Example calculation of minimal task distance: $100\text{km} \times (f_s \text{ max} / f_s \text{ min})$, where $f_s \text{ max}$ and $f_s \text{ min}$ are the extreme values of f_s factors of gliders flying in the given class.

- d.** The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Speed defined as follows:
- i.** The Marking Distance is the sum of the legs correctly completed by the competitor, commencing from the Start Point, in the proper order and the distance achieved on the next leg attempted but not completed, if any.
 - ii.** 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, or Finish Point in the case of the last leg, with the provision that if the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.
 - iii.** The Marking Speed is the Marking Distance divided by the Time elapsed between the finisher's recorded Start Time and his Finish Time.

6.3.2. Assigned Area Task (AAT)

- a.** The Organisers shall nominate a number of Assigned Areas (7.5.2) in a sequence, and set a designated minimum task duration (Designated 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.

Notice: Task Distance, after application of handicap factors, shall be greater than 100 km (80km for Club-B class).

The Assigned Areas should be large enough to allow the pilot the opportunity to adjust the length of their flight in order to avoid finishing before the Designated Time if their speed is higher than expected. *To enforce it, following limitation has been introduced for tasks with Designated Time of 3,5 hours or shorter: maximum achievable task distance shall be no less than:*

- $T \times 125 \text{ km/h}$ for Club A class,
- $T \times 150 \text{ km/h}$ for Standard, 15 meter, 18 meter and Open classes.

Example: for a 2h AAT task, maximum achievable distance in Open Class shall be no less than $2 \times 150 = 300 \text{ km}$.

- 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 to achieve the highest speed in the time not shorter than Designated Time.
- c.** The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Speed defined as follows:
- i.** If the competitor returns to the Finish (FPT or Finish Ring) after having visited all the Assigned Areas in the correct order, the Marking Distance is the distance from his actual Start Point, round all Assigned Areas, to the Finish.
 - ii.** If the competitor has outlanded on the last leg, the Marking Distance is the distance from the Start Point, round all Assigned Areas in the correct order, minus the distance from the Outlanding Position to the Finish, with the provision that if the achieved distance of the uncompleted 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, round all Assigned Areas in the correct order, to the point of the next Assigned Area which is nearest to the Outlanding Position, minus the distance from the Outlanding Position to this nearest point, with the provision that if the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.
 - iv.** *GNSS fixes used for calculations shall always be selected to give the most favourable Marking Distance for the pilot.*

- v. *(does not apply)*
- vi. The Marking Speed is equal to the Marking Distance, divided by the Time elapsed between the finisher's recorded Start Time and his Finish Time, or the task Designated Time, whatever is longer.

7. COMPETITION PROCEDURES

7.1. THE LAUNCH GRID

The classes shall be *placed* separately. The complete grid order shall be drawn by lot before the first flying day.

- a. The grid order shall advance progressively by 2/7 of the number of sailplanes in each class; or by entire rows provided that there are approximately 2/7 of the sailplanes in each class allocated to each row, after each Contest Day.
- b. The grid order shall be published in the early morning. Sailplanes must be on the grid at the time specified by the Organisers (**GRID TIME**).
- c. Only sailplanes on the grid at the time of the start of the launch shall affect the opening and/ or closing times of the start.
- d. *(does not apply)*
- e. *Sailplanes arriving to the grid after Grid Time shall be placed at the end of the grid of their class. Pilot will lose one ground launch and shall contact Flight Director to enter the relaunches queue. Transporting gliders to the grid during ground launches is forbidden.*
- f. *Pilot refusing his ground launch is considered losing one launch. Pilot shall move his glider at the end of his class and shall contact Flight Director to enter the relaunches queue. Pilot's resignation from a grid ground launch is final and cannot be revoked.*

7.2. LAUNCHING

7.2.1. Definitions

- a. The Contest Site Boundary defines the geographical area, or areas (defined in RL), 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 motor glider.

7.2.2. Contest Site Boundaries

Contest site boundaries shall be designated by the Organisers and displayed on a map.

- 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 if it is dangerous to continue. If the suspension is sufficiently long to give an unfair advantage to those already airborne, the *Sporting Director* shall cancel the task.

7.2.5. Delaying or Cancelling 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. A task shall not be cancelled unless 7.2.4a. applies, or the weather deteriorates so that the task may not reasonably be attempted.

7.3. LAUNCHING PROCEDURES

7.3.1. Number of Launches

Each sailplane is permitted a maximum of three launches per day.

- a. If a sailplane or pilot is not ready to be launched due to a fault by the Organisers, the launch in that group 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.
- c. A competitor requiring a second or third launch shall be launched after the completion of the class launch in progress at the time the competitor is ready for such a launch.
- 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. Motor Gliders

Motor gliders may execute self launch. 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 the maximum release altitude. Refer to 5.5.
- 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 introduced by the Organisers.

Gliding Commission of AP recommends following Air Relaunch procedure for Motorgliders:

- *engine must be started inside aerodrome circuit;*
- *it must be reported by radio and confirmed by ground observer (Flight Director, Sporting Director or Scorer),*
- *while on engine power altitude shall be gained according to motorglider launch procedure to the Release Area of the given class,*
- *engine shall be shut down inside Release Area of the given class at altitude not higher than release height for the day.*
- *each Air Relaunch counts as one of the launches available to pilot per day.*

7.3.3. Release Areas

Towing patterns, release areas, and *release height* or altitude shall be given at **briefing**. The release areas (*if more than one*) shall be positioned in a distance between them which enables safe separations between towing patterns.

- a. Release area can only 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.

The Organisers may establish areas around the contest site within which continuous circling is prohibited. These areas must be stated in the RL.

7.4. STARTING

7.4.1. Definitions

- a. **Start Point (SPT)** – is the midpoint of the Start Line or center of the Start Ring.
The first leg distance is assessed from the Start Point to first Turn Point or Assigned Area, except that, if option (a) - Start Ring is used (see par. 7.4.2.a), the first leg distance is from the center of the start ring to the first Turn Point or Assigned Area minus the radius of the start ring.
- b. **Start Time** - is the time the competitor leaves the Start Ring, or crosses the Start Line.

7.4.2. Start Options

The Organisers shall select one start procedure for every task, but not more than two during the competition, from the following options. The Start Options selected for the Competition shall be stated in the RL. The options are:

- a. **Start Ring (Start option 1)**
An area, formed by a circle around a start point, the defined radius being sufficient to encompassing the departure airfield and all release areas.
- b. **Start Line (Start option 2)**
A straight line, of defined length, perpendicular to the track to the first Turn Point, or the TP defining the first Assigned Area.

7.4.3. Validity of Starts

- a. A Start is valid if the GNSS FR shows a valid fix or a straight line between two subsequent valid fixes crossing the Start Line or leaving Start Ring.
- 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 competitor was within 500 m of the Start Line or the boundary of the Start Ring after the opening of the start. The start position and the start time will be derived from the closest GNSS fix, but a penalty shall be applied. If no such event is detected the competitor shall be deemed to not have a valid start.
- c. *Valid start done after closure of Start Line will be accepted, but closure time will be used as Start Time.*

7.4.4. Starting Procedures

The start shall normally be opened **20** minutes after the take-off of the last sailplane in the class, which was in its specified grid position on time (*see par. 7.1.c*).

This delay can be reduced by Sporting Director to **15** minutes (*due weather conditions, e.g. low cloud base*) *or extended*.

- a. The time of opening of the start shall be announced by radio *and may accompanied by displaying a ground marker*. The radio procedures for announcing the start *and location of marker (if any)* shall be detailed in the Local Procedures.
- b. *If non-standard development of weather conditions is expected The Organisers may activate special start procedure regarding maximum altitude before the Start. This has to be announced during a briefing before opening of ground launches. The procedure defines a maximum altitude AMSL (QNH) each competing glider should be below (at*

least one GNSS fix) between opening of the Start and actual glider's Start Time. This altitude should be set to allow last grid launched glider reach it before opening of Start. If this procedure is to be used, it should be defined in RL. Directly before opening the start the Organisers may:

- i. Keep the altitude limit unchanged; or,*
- ii. Raise the altitude limit to an altitude at least 300 m below the main cloud base; or,*
- iii. Delete the altitude limit.*

7.4.5. Event Marker

The Organisers shall state in the RL if they require the event marker to be used for marking the starts. *Event Marker may only be used at competitions where the FAI-approved GNSS FR are required as primary recording device.* If the event marker is to be used:

- a.** A minimum interval of at least 15 minutes is imposed between two consecutive starts for each competitor. The Organisers may set a longer time interval or allow only a single start.
- b.** A start is valid only if an event mark is recorded by the GNSS at any time after the opening of the start gate and before the start.
- c.** A subsequent start is invalid if:
 - i.** Only a single start is allowed, or
 - ii.** The interval between the preceding start and the subsequent start is less than the minimum interval stated by the Organisers (times of start crossing applies), or
 - iii.** No event marker has been recorded.
- d.** If no start has been marked the competitor's last completed start shall be validated as a start but a time penalty shall be added to the competitor's Marking Time:
 - i.** For the first offence during the competition – 5 minutes.
 - ii.** For consecutive offences – 15 minutes.
- e.** *If competitor's last start has not been properly declared but meets the interval condition (point a above), the start will be deemed valid but an extra 15 minutes of task time will be added as a penalty.*
- f.** *If not EM-equipped GNSS recording device is used as backup, pilot shall declare it in writing to the Scoring Commission (in the contest registration form or primary/secondary GNSS FR declaration form, or before the task). If not EM-equipped device log has to be used, start time will be the first crossing of start line after opening of start or the time of the last crossing of start line penalized by 15 minutes.*

7.4.6. New Starts

A new valid start (*also if done for another task attempt*) invalidates all previous performances of the day (*even completed and finished tasks*). Crossing a start line after passing through the observation zone of a turn point or an assigned area is not deemed to be a start unless the crossing time correlates with the pilot nominated start time (see 7.4.7).

7.4.7. Communication of Start Times

The Organisers may require pilots to communicate their start times. These times shall be used for display of performance and for preliminary results. The procedure will be detailed in RL.

7.5. TURN POINTS AND ASSIGNED AREAS

7.5.1. The Observation Zone for a GNSS Turn Point shall be a cylinder of radius 0.5 km, centered on the turn point *plus FAI sector (90 degrees angle) based on the same GNSS position with 10km radius.*

7.5.2. An Assigned Area shall be formed by:

- a.** A circle of a given radius, centered on the central GNSS position, or

b. *A circle sector defined by two radials and radius, with its apex defined by GNSS position. It is recommended that Assigned Area radius will be no more than 30km. This does not apply to sectors of circle with angle of 60° or less.*

Assigned Areas should lie within the defined Contest Area Boundary.

- 7.5.3.** Organisers must avoid setting Turn Points or Assigned Areas close to Start Points. Consecutive Assigned Areas must not overlap. *In case of overlapping of Observation Zone or Assigned Area with closed airspace (including Contest Area Boundary), closed airspace is the priority.*
- 7.5.4.** A Turn Point or Area rounding is valid if the GNSS FR shows a valid fix or a straight line between two subsequent valid fixes within the Observation Zone (App. 2).
- 7.5.5.** If there is no proof that the competitor passed through the Observation Zone the rounding of the Turn Point or Assigned Area may be validated if the competitor was within 500 m of the boundary of the Observation Zone, but a penalty shall be applied.

7.6. OUTLANDING

7.6.1. Contest Area Boundary

The Contest Area Boundary is defined by a closed polygon line described with WGS 84 coordinates. Contest Area Boundary shall be published on the competition website in an official file as an appendix to RL.

Crossing of Contest Area Boundary during the flight is deemed as Virtual Outlanding at point of crossing.

7.6.2. Real Outlandings (ROL)

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 RL. 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 motor glider's MoP, except as allowed by 5.5 or 7.3.2.c, or a complete failure of the GNSS flight record (see 5.4k) is regarded as a real outlanding.

The Organizers may waive requirement for competitor to fill out the Outlanding Certificate. However if there is any doubt about proper GNSS log, it is recommended to fill out the Outlanding Certificate and have it signed by two independent witnesses. If there was GNSS fault, Outlanding Certificate has to be filled out by pilot and confirmed by two independent witnesses.

7.6.3. Virtual Outlandings (VOL)

The position and time of a virtual outlanding may be any valid fix on the GNSS flight record preceding a real outlanding, or a valid finish.

7.6.4. Aero Tow Retrieves

The RL shall state if aero tow retrieves are permitted, and in what way they will be handled.

7.7. FINISHING (FINISH POINT – FPT)

7.7.1. Definitions

Finish Point (FPT) is the midpoint of the Finish Line or center of the Finish Ring.

The last leg distance is assessed from the defined position of the last Turn Point or credited fix in Assigned Area, to the Finish Point, less the radius of the finish ring, if used.

The Finish Time is defined as the time the sailplane first crosses the Finish Line or Finish Ring after completing the task.

7.7.2. Finish Options

The Organisers shall select one finish procedure for every task from the following options. The Finish procedures selected for the Competition shall be stated in the RL. The options are:

a. Finish Line

A straight line, of defined length, at the elevation of the airfield clearly identifiable on the ground. The finish line shall be so placed that sailplanes can safely land beyond it. A maximum altitude (QNH) and a minimum height (AGL) should be imposed for crossing the line. *RL must declare part of the airfield dedicated for straight-in landings and another one for landings from landing circuit. Violating these regulations will be penalized.*

- i. A finish is valid if the sailplane crosses the finish line, unassisted, in the direction specified at briefing.
- ii. Competitors crossing the finish line below the minimum height, except for straight-in landings, or above the maximum altitude, shall be penalized.
- iii. The Organisers may establish a number of final Turn Points (control points) to align the sailplanes with the desired direction of finish.

b. Finish Ring

A ring of specified radius around the finish point encompassing the airfield with the minimal radius of:

- i. 2 km for Club-A, Club-B and World classes,
- ii. 3 km for the other classes.

7.7.3. 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. *Glider's nose crossing Finish Line is considered a valid Finish.*
- 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.
- c. *(does not apply)*

7.7.4. 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 RL shall state the procedure in detail.
- b. The *Organisers* shall repeatedly announce strength and direction of the wind, together with other significant meteorological data at the contest site.
- c. The finish will be closed *at the sunset* or at a set time announced at Briefing. 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.

7.8. LANDING

- 7.8.1.** The RL shall define the landing procedures, and give the radio frequency for landing, which preferably should be the same as the finish line frequency.
- 7.8.2.** 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.
- 7.8.3.** Landing later than the end of legal daylight will be penalized.

7.9. FLIGHT DOCUMENTATION

All flight documentation, including GNSS records, Outlanding Certificates and Outlanding Reports shall be handed in after landing within a period which shall be stated in the RL. The Organisers may also require back-up documentation within a period stated in the RL. Non-compliance may be penalised.

The Organisers may approve to hand GNSS FR log files to Scoring Commission with storage devices or via means of electronic communication provided the files have intact security records.

8. SCORING AND PENALTIES

8.1. SCORING SYSTEM

The Competition shall be scored according to the 1000-Points Scoring System: The Score is expressed in points (the maximum available Score for the day is 1000 points).

Each class shall be scored separately.

8.1.1. Team Cup

Team Cup may be introduced by the Organizers in RL.

8.2. COMMON RULES

8.2.1. Contest Day

In order that a Day may be counted as a Contest Day:

- a. A launch opportunity shall have been given to each competitor in the class in time for the competitor to carry out the task of the Day in question, and
- b. More than 20% of the competitors in the class, who have had a competition launch on that Day, fly a Marking Distance of at least 100 km (80 km in Club-B class) (after any handicapping is applied).
- c. Requirements of minimum distance (at par. 6.3.1.c and 6.3.2.a) and requirement of maximum number of Turn Points (at par. 6.2.3) are met.

8.2.2. Daily Scores

Each competitor shall be given a daily Score based on his performance on each Contest 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 after completing the task.

8.2.4. Handicaps

Organisers shall state in the Local Procedures if handicaps are to be used and they shall be applied in accordance with 8.3.2:

- a. To the competitor's Marking Speed for finishers, or
- b. To the competitor's Marking Distance for non-finishers.

In order to make comparison of pilots flying different gliders possible, the f_s handicap table has been introduced, based on gliders' performances. The table is in Appendix 1 and shall be used at all gliding competitions.

8.2.5. Penalties

Competitor that has 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 (e.g.: VOL 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 (e.g. 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 8.6.4 applies.

8.2.6. Cumulative Scores

Cumulative and Final Scores shall be calculated by adding the points obtained each Day on the nominated scoring system.

8.3. DEFINITIONS OF SCORING PARAMETERS

8.3.1. Contest Days

The parameters used for scoring each Contest Day are:

Dt	Task Distance (Used in scoring RT only and defined in 6.3.1c)
Td	Minimum Task Time. (For the AAT, Td is specified at Briefing; for the RT, Td = 0).
Dm	Minimum Handicapped Distance to validate the Day, equal to 100 km <i>(for Club-B class: 80 km)</i> .
n1	Number of competitors who achieve a Handicapped Distance (Dh) of at least Dm (Dh ≥ Dm)
n2	Number of finishers exceeding 2/3 of best Handicapped Speed (Vh > 2/3 Vo)
N	Number of competitors having had a competition launch that Day
fsm	<i>Highest handicap factor in the class</i>
Do	Highest Handicapped Distance (Dh) of the Day
Vo	Highest finisher's Handicapped Speed (Vh) of the Day
To	Marking Time (T) of the finisher whose Vh = Vo. In case of a tie, lowest T applies.
Pm	Maximum available Score for the Day, before the Day Factor is applied.
Pdm	Maximum available Distance Points for the Day
Pvm	Maximum available Speed Points for the Day
F	Day Factor

Note: Parameter 'To' does not apply if there are no finishers.

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)
fs	<i>Handicap factor, if applies (if not, fs=1)</i>
fso	<i>Compensated handicap factor $fso = fs / fsm$</i>
Dh	Competitor's Handicapped Distance: $Dh = D \times fso$
T	Finisher's Marking Time = the time elapsed between the competitor's Start Time and his Finish Time. In AAT, if $T < Td$, it will be assumed that $T = Td$.
Pd	Competitor's Distance Points
V	Finisher's Marking Speed $V=D / T$
Vh	Finisher's Handicapped Speed $Vh=Dh / T$
Pv	Finisher's Speed points
S	Competitor's Score for the Day expressed in points

8.4. CALCULATION OF SCORES

8.4.1. Racing Task

a. Day Parameters:

P_m = the least of either:

$$1000 \text{ or } (5 \times D_o) - 250 \text{ or } (400 \times T_o) - 200$$

P_m in RZS Club B and SMP World, the least of either:

$$1000 \text{ or } (6 \times D_o) - 200 \text{ or } (500 \times T_o) - 250$$

F = the least of: **1** or $(1,25 \times n1/N)$

$$P_{vm} = 2/3 (n2/N) \times P_m$$

$$P_{dm} = P_m - P_{vm}$$

The maximum points for the Day will be less than 1000 points if the Task Distance is less than 250 km (200km in RZS Club B or SMP World) or the winner's time is less than 3 hours (2,5h in RZS Club B and SMP World).

b. Competitor's Score:

i. For any finisher:

$$P_v = P_{vm} \times (V_h - 2/3V_o) / (1/3 V_o)$$

$$P_d = P_{dm}$$

Except: if $V_h < 2/3V_o$ then **$P_v = 0$**

ii. For any non-finisher:

$$P_v = 0$$

$$P_d = P_{dm} \times (D_h/D_o)$$

$$\text{iii. } S = F \times (P_v + P_d)$$

If almost everyone finishes, a pilot with 2/3 of the winner's speed will get about 1/3 of the winner's score.
All non-finishers will get fewer points, proportional to their distance.

8.4.2. Assigned Area Task

a. Day Parameters:

P_m = the least of either:

$$1000 \quad \text{or} \quad (5 \times D_o) - 250 \quad \text{or} \quad (400 \times T_o) - 200$$

P_m in RZS Club B and SMP World, the least of either:

$$1000 \quad \text{or} \quad (6 \times D_o) - 200 \quad \text{or} \quad (500 \times T_o) - 250$$

F = the least of: 1 or $(1,25 \times n1/N)$

$$P_{vm} = 2/3 (n2/N) \times P_m$$

$$P_{dm} = P_m - P_{vm}$$

The maximum points for the Day will be less than 1000 points if the Task Distance is less than 250 km (200km in RZS Club B or SMP World) or the winner's time is less than 3 hours (2,5h in RZS Club B and SMP World).

b. Competitor's Score:

i. For any finisher:

$$P_v = P_{vm} \times (V_h - 2/3V_o) / (1/3 V_o)$$

$$P_d = P_{dm}$$

Except: if $V_h < 2/3V_o$ then $P_v = 0$

ii. For any non-finisher:

$$P_v = 0$$

$$P_d = P_{dm} \times (D_h/D_o)$$

$$\text{iii. } S = F \times (P_v + P_d)$$

If almost everyone finishes, a pilot with 2/3 of the winner's speed will get about 1/3 of the winner's score.
All non-finishers will get fewer points, proportional to their distance.

8.5. (DOES NOT APPLY)

8.6. PENALTIES AND DISQUALIFICATION

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

8.6.2. Offences not covered by this list may be penalized at the **Sporting Director's** discretion in accordance with the provisions of the FAI Sporting Code, General Section 5.2.

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

8.6.4. If a penalty is imposed on a Day which does not meet the requirements of a Contest Day (8.2.1), or non-competition Days, or during the practice week, then the penalty shall be added to the competitor's cumulative Score.

This rule is intended to apply to penalties that are awarded for disciplinary or safety reasons and not penalties that are awarded for a technical failure.

In-flight infringement is an infringement between the first launch and last landing of the competitor on a given day.

8.6.5. A competitor who has been disqualified shall surrender his FAI Sporting License according to the FAI Sporting Code, General Section 5.3. *If a competitor becomes disqualified, all day results of “official” status will not be recalculated, only points of disqualified competitor will be reduced to zero.*

8.7. LIST OF APPROVED PENALTIES

	First Offence	Subsequent Offences	Max Penalty
Wrong, late or missing information			
Documentation not complete	No launch	No launch	No launch
Configuration check not complete	No launch	No launch	No launch
<i>Broken seal (e.g. of an instrument)</i>	Day Disqual.	Day Disqual.	Disqualification
Declared start time differing from the actual time	Warning	10 pts	25 pts
Notification of start time > 30 min after start	Warning	10 pts	25 pts
Changing FR without advising the Chief Scorer	10 pts	20 pts	25 pts
Incorrect FR configuration (Time interval between fixes > 10 sec)	Warning	10 pts	25 pts
Late delivery of documentation (FR, outlanding certificate) >45 min.	Warning	10 pts	25 pts
Late delivery of backup documentation > 60 min.	Warning	10 pts	25 pts
Late delivery of non-certified GNSS FR documentation > 45 min.	<i>Documentation ignored</i>	<i>Documentation ignored</i>	<i>Documentation ignored</i>
Incomplete outlanding report	Warning	10 pts	25 pts
<i>Missing/incorrect pilot/glider data in IGC file (5.4.f)</i>	Warning	10 pts	25 pts
Start Point (SPT)			
Incorrect start between 0 and 500m from the start line or ring	50 pts	50 pts	50 pts
Incorrect start more than 500m from the start line or ring	Task not valid	Task not valid	Task not valid
Turn Points or Assigned Areas			
Incorrect claiming less than 500m from the boundary of the Turn Point or Assigned Area (App. 2, par. 2)	50 pts	50 pts	50 pts
Same, but more than 500m	No Control	No Control	No Control
Dangerous or hazardous flying			
Cloud flying	100 pts	Day Disqual.	Disqualification
Circling in wrong direction in the aerodrome zone	Warning	(n-1) x 25 pts	Disqualification
Circling in the start 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
Finish: <i>non-compliance with requested maneuvers on the finish line, hazardous maneuver</i>	Warning	(n-1) x 25 pts	Disqualification
<i>Finish – incorrect approach track</i>	Warning	(n-1) x 25 pts	Disqualification
<i>Landing: incorrect landing roll and taxi track</i>	Warning	(n-1) x 25 pts	Disqualification
Flying above the absolute altitude limit defined at briefing if excess altitude < 100m	1 pt/m	n pts/m	Day Disqual.
Flying above the absolute altitude limit defined at briefing if excess altitude > 100m	VOL at the point of exceeded altitude	Task not valid	Disqualification
Starting above the altitude limit, <i>crossing start line below or above altitude limit</i>	1 pt/m	n pts/m	Day Disqual.
<i>Exceeding ground speed limit on crossing the start line</i>	1 pt/km/h	n pts/ km/h	Day Disqual.

	First Offence	Subsequent Offences	Max Penalty
Entering forbidden airspace within <i>Contest Area Boundary</i>	VOL at the point of airspace entry	Day Disqual.	Disqualification
Landing after the <i>time stated as „sunset time” on briefing</i>	10 pts/min	Day Disqual.	Disqualification
Cheating or falsifying documents			
Falsifying documents	Disqualification	Disqualification	Disqualification
Attempt to obtain external help for finding lift or <i>evaluation of conditions</i> from non competing glider, airplane or ground personnel	Day Disqual.	Disqualification	Disqualification
Other Violations			
Flying under influence of alcohol <i>or narcotics</i>	Day Disqual.	Disqualification	Disqualification
Late start of MoP after release from tow – <i>max 2 minutes (5.5.3)</i>	Warning	(n-1)x25 pts	Disqualification
<i>MoP startup zone exceeded horizontally (5.5.4) within 1000m</i>	<i>Warning</i>	<i>50 pts</i>	<i>50 pts</i>
<i>MoP startup zone exceeded horizontally (5.5.4) more than 1000m</i>	<i>25 pts for every 500m commenced (measured from 5km zone)</i>	<i>25 pts for every 500m commenced (measured from 5km zone)</i>	<i>VOL at point of startup</i>
<i>Time between MoP shutdown at task start (5.5.4) shorter than 10 minutes</i>	<i>10 pts for every commenced missing minute</i>	<i>N x 10 pts or every commenced missing minute</i>	<i>250 pts</i>
Positive doping control	„FAI policy”	„FAI policy”	---

Note: „n” is number of days at which the respective penalty have been imposed to the competitor since the beginning of contest

Other violations:

Types and penalties for other violations may be stated in RL. Imposing of these penalties should be the competence of Sporting Director.

9. COMPLAINTS AND PROTESTS

Any competitor or contest official noticing a regulatory flaw by the Organisers shall report it without delay to the Sporting Director, Chief Scorer, Contest Director or to the Referee. Organisers shall take the correcting actions adequate to severity of the flaw and announce it at the next briefing.

9.1. COMPLAINTS

- 9.1.1.** *Competitor is entitled to place a complaint.* The purpose of a complaint is to *have competitor's issue reviewed* without the need to make a formal protest.
- 9.1.2.** Prior to the contest a complaint may be made by an *any possible competitor*. Such a complaint may concern only failure of the Organizer 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 *President of Gliding Commission of AP*.
- 9.1.3.** At any time during the Competition a complaint may be made to the Contest Director or Referee. Such complaint shall be dealt *within 6 hours from the arising of complaint reason*.
- 9.1.4.** *(does not apply)*

9.2. PROTESTS

- 9.2.1.** Protests may not be filed against the *Aviation Rules nor Competition Rules*.
- 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 Competition.
- 9.2.3.** The amount of the Protest Fee shall be stated in the Local Procedures. The protest fee shall be returned if the protest is upheld, or is withdrawn prior to the hearing by the Referee.
- 9.2.4.** When dissatisfied with a penalty or the decision on a complaint made during the Competition a competitor has the right of protest.
- a.** Such a protest shall be made in writing, and shall contain the following elements:
 - i.** It shall refer to the decision against which the protest is lodged,
 - ii.** It shall include reasons for the protest, and
 - iii.** It shall state the remedy sought by the protest.
 - b.** A Protest shall be handed to the Contest Director or the *Referee*, together with the protest fee within 14 hours of the publication of the ruling or decision against which the protest is made. The protest time on the last competition day is two hours and, at that time the protest time for any previous day will also expire.
 - c.** *(does not apply)*

9.3. TREATMENT OF PROTESTS

The Contest Director shall deliver a protest to the Referee without delay.

- a.** *Referee shall gather all required information and make final decision* within 24 hours (as soon as possible on the last day) of receiving the protest.
- b.** *Referee* must hear both sides on the matter of any protest, applying correctly the relevant decisions of Gliding Commission and all rules which are in force for the competition. In

considering the protest the *Referee* shall be provided with access to all persons and information to assist in his considerations. *Referee makes a written report with a justification of the decision. All protests and reports with justifications shall be published on the Official Notice Board and delivered to Gliding Commission of AP.*

- c. Contest Director is bound by the decisions of the *Referee*, *provided they do not oppose to competition rules and general aviation law.*

9.4. APPEALS

Competitor may appeal to Gliding Commission of AP against a decision of the *Referee* *within 7 days from the closing of the competition (exact date shall be stated in RL). Gliding Commission of AP is the highest appealing instance.*

10. RESULTS AND PRIZEGIVING

10.1. RESULTS

10.1.1. Definition of status of results:

- a. Performance – The competitors' results expressed in distance, speed, or time.
- b. Preliminary Results – Performances converted to points, *based on competitors and/or observers declarations*, before any verification.
- c. Unofficial Results – Preliminary results after verification by Scoring Commission of flight records from all competitors and including penalties; *Unofficial Results should be published before the next task.*
- d. Final Results – Unofficial results after expiry of the complain and protest time and after any upstanding protests have been dealt with, *within its time limits (see par 9.2.4.b). When the last competition day is complete, Final Results with sum of points in all competition days will be the Final Competition Result.*

During the competition, Organizers have to publish the following results on the Official Notice Board and Contest website:

- *Results of each task (App. no. 4),*
- *Total results after each task (App. no. 5),*
- *Final Competition Results (App. no. 6).*

- 10.1.2.** All Unofficial and Final Results shall be published with minimum delay clearly indicating the status of the result and the time of publication and with the pilots ranked by their performance for the day. Unofficial Results shall include the expiry time for protests and Unofficial Results and Final Results shall be signed by the Contest Director or *Sporting Director*.

Performance and Preliminary Results should be displayed as soon as possible to enhance media, public and competitor awareness of the competition results.

- 10.1.3.** The cumulative scores of the Competition shall be final only after the Referee has ceased its functions. They shall be published before the Prizегiving is held.

10.1.4. Publishing Results

Results described in par. 10.1.1 have to be published in written list of results, containing:

a. in the header:

name of competition, glider class, name of place, date and hour of publishing, waypoints, total distance, name of task and basic parameters used for points calculations,

b. in the table body:

first and last name of each competitor, club he represents, nationality (if different than Polish), glider's type and competition ID, time of reaching SPT and FPT, elapsed task time, marking distance and speed, number of points attained, including penalty points, if any (App. no. 4).

Total results after each task and Final Competition Results shall contain data defined in App. no 5 and 6.

All announcements and results have to be published as soon possible in a place declared before the competition.

Final Competition Results along with Referee's Final Statement (App. no 8) have to be published before the official closing ceremony.

10.2. PRIZEGIVING

10.2.1. *Presenting medals, diplomas and prizes should take place at the official closing ceremony. During this ceremony, following flags should be flown: Republic of Poland, Aeroclub of Poland, Organisers and flags of each country represented in the competition.*

All prizes and gifts should be assigned to the final ranks before beginning of the competition.

10.2.2. *In SMP, Aeroclub of Poland awards gold, silver and bronze medal in each competition class to best competitors of Polish nationality and holding FAI Sporting Licence issued by Aeroclub of Poland. AP grants also diplomas confirming the achieved medals.*

a. *Organisers grants diplomas to all abroad competitors. In KZS and RZS, diplomas are granted to to three top-ranked competitors.*

b. *(does not apply)*

c. *The Organisers may award prizes to the top 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. Types of prizes and protocol of prizegiving should be described in RL.*

10.2.3. *There shall only be one winner/champion in each class. It applies also to both vice-champions. If two or more pilots have the same number of points after the final competition day, the sequence between these pilots shall be decided by the daily results. The winner shall be the pilot who has the most daily wins. If a tie still exists, the winner shall be the pilot with the most second placings, and so on. This rule also applies when choosing both vice-champions and lower-ranked pilots.*

11. LOCAL PROCEDURES

Organisers of competitions shall use these guidelines for their Local Procedures. Each Local Procedure is identified by the appropriate paragraph number of body of Competition Rules.

The details in **Part A COMPETITION DETAILS** must be completed related to the specific competition.

RL must be approved by Gliding Commission of AP and published not later than 30 days before the opening ceremony.

The Local Procedures should 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.

A. COMPETITION DETAILS

Name of the Event

Location of the Event

Time Schedule

Entries accepted from

Entries due

Deadline for Class change

Approval of reserve pilots

Deadline for approval of new GNSS FRs 5.4a

Airfield closed for training flights

Official training

Arrival at competition site due

Registration period 3.5.1/3.5.2

Technical verification

First official briefing

Configuration change closes 4.1.2b

Opening Ceremony 1.2.3

Contest flying 1.2.3

Farewell party 1.2.3

Closing Ceremony and Prizegiving 1.2.3

Deadline for appeals to Gliding Commission 9.4

Competition Officials

Contest Director:

Sporting Director:

Flight Director:

Meteorological officer:

Chief Scorer:

Reserve Scorer:

Finance Director:

Administration Director:

Referee:

Addresses:

Organiser's Address:

Telephone, Fax, http:

Bank account:

B. GENERAL

- 1.1 Additional objectives of the Competition
- 1.3.1 Competition classes
- 1.4.1 Additional safety rules
- 1.4.3 National requirements for anti-doping control

C. ENTRIES

- 3.4 *Submitting the entries*
- 3.4 Entry fee *and costs of participation*
- 3.5.4 Additional documentation required
- 3.5.3.2 Documents required to be carried on board the sailplane
- 3.6 Insurances

D. TECHNICAL REQUIREMENTS

- 4.1.1 Mandatory additional equipment
- 4.1.2.b Instruments that must be removed from the sailplane
- 4.1.2 *note* High visibility marking requirements
- 4.1.2 *note* Carriage of GNSS data transmitters for public displays
- 4.2.2 *note* 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.b *Data transmission requirements*
- 5.3.1.c Radio frequencies to be used during the Competition
- 5.3.1.d Frequencies allocated for flight safety

G. COMPETITION PROCEDURES

- Requirements for discharging water ballast on the grid
- 7.2.2 Contest site boundaries
- 7.3.2 Launch procedures for motor gliders
- 7.3.3 *note* Areas where continuous circling is prohibited or permitted in one direction only
- 7.4.2 Types and definitions of starts that will be used
- 7.4.3.a Radio procedures for announcing the start
- 7.4.3.b Altitude procedures for the starts
- 7.6.1 Contest area boundary
- 7.6.2.a Instructions for real outlandings
- 7.6.4 Provision of and requirements for, aero tow retrieves

- 7.7.1 Types and definitions of finishes that will be used
- 7.7.1.a, b Minimum height and maximum altitude for the finish line or finish ring
- 7.7.3.a Finishing procedures
- 7.8.1 Landing procedures
- 7.9 Flight documentation

H. SCORING

- 8.2.4 List of Handicaps

I. PROTESTS

- 9.2.3 The value of the protest fee

J. PRIZEGIVING

- 10.2.1 Requirements for flags, discs and tapes (national anthems)

K. EXCEPTIONS FROM THE RULES

All exceptions from the common Competition Rules should be detailed, identifying the changed paragraph and providing new regulation with explanation. Organiser should apply to Gliding Commission of AP to have the exception accepted before presenting the Local Procedures for final approval.

APPENDIX NO 1

Glider to Class assignments and handicap factors

Following table defines assignments of gliders to **Open, 18m, 15m** and **Standard** classes and declares their handicap factors (**f_s**):

Table 1a

Glider / configuration	Handicap f _s	S	15m	18m	Glider / configuration	Handicap f _s	15m	18m	O P E N	Glider / configuration	Handicap f _s	18m	O P E N
Astir Std	1,000	x			ASW 20L, 20FL	0,895	x	x		ASH 26	0,845	x	x
Cirrus Std	1,000	x											
ASW 15	1,000	x			ASW 12	0,888	x	x		LAK 17b (18m)	0,843	x	x
Jantar Std	1,000	x			Jantar 1, Jantar 19	0,888	x	x		DG 800 (18m)	0,843	x	x
LS 1 (except 1f)	1,000	x			ASW 20B, 20C (15m)	0,888	x	x		LS 10 (18m)	0,843	x	x
					DG 600 (15m)	0,888	x	x		Antares 18	0,843	x	x
Jantar Std2, Std3	0,980	x								ASH 31 (18m)	0,843	x	x
SZD 59	0,980	x			SZD 56-1 Diana	0,886	x	x					
Krokus S	0,980	x			Ventus (15m)	0,886	x	x		Ventus 2 (18m)	0,841	x	x
Jantar 15S	0,980	x											
DG 100	0,980	x			LS 6 (15m)	0,880	x	x		Ventus 2cxa (18m)	0,839	x	x
					Duo Discus	0,880	x	x		ASG 29 (18m)	0,839	x	x
ASW 19	0,976	x								JS 1 (18m)	0,839	x	x
LS 1f	0,976	x			S 10 Stemme	0,875	x	x					
Brawo	0,976	x								Nimbus 3 (22,9m)	0,835		x
					ASW 20BL, 20CL	0,873	x	x					
Jantar 15	0,970	x								Antares 20	0,829		x
Krokus 15	0,970	x			LAK 12	0,870	x	x					
PIK 20B	0,970	x			Jantar 2, 2a, 2b	0,870	x	x		LAK 20 (23m)	0,827		x
										Nimbus 3D	0,827		x
Pegase A, B	0,960	x			Ventus (16,6m)	0,865	x	x					
					ASW 27	0,865	x	x		Nimbus 3 (24,5m)	0,818		x
Pegase D	0,950	x			DG 800 (15m)	0,865	x	x		ASW 22 (24m)	0,818		x
DG 300	0,950	x			LAK 17 (15m)	0,865	x	x		ASH 31 (21m)	0,818		x
LS 4	0,950	x			Ventus 2b, 2c (15m)	0,865	x	x		JS 1 (21m)	0,818		x
					ASG 29 (15m)	0,865	x	x					
LS 4 WL	0,945	x								ASH 25 (25m)	0,810		x
					Ventus 2a	0,863	x	x		LAK 20 (26m)	0,810		x
LS 7	0,930	x			SZD 56-2 Diana 2	0,863	x	x		Nimbus 3 (25,5m)	0,810		x
SZD 55	0,930	x								Antares 23	0,810		x
					Nimbus 2	0,860		x	x	Quintus	0,810		x
LS 7 WL	0,923	x			LS 8 (18m)	0,860		x	x				
LS 3 (15m)	0,923	x			ASW 28 (18m)	0,860		x	x	ASH 25 (>26m)	0,803		x
					LAK 19 (18m)	0,860		x	x	ASH 25 EB 28	0,803		x
Discus	0,920	x			Discus 2 (18m)	0,860		x	x	ASW 22B	0,803		x
ASW 24	0,920	x			Arcus	0,860		x	x	Nimbus 4D	0,803		x
	0,915												
ASW 20, 20F (15m)	0,910	x	x		DG 600 (17m)	0,858		x	x	ASW 22BL (750 kg)	0,798		x
LAK 19 (15m)	0,902	x	x		ASW 17	0,855		x	x	ASW 22BLE (850 kg)	0,795		x
										Nimbus 4	0,795		x
LS 8 (15m)	0,900	x	x		Ventus (17,6m)	0,853		x	x	EB 28	0,795		x
Discus 2b, 2c (15m)	0,900	x	x							ASH 30	0,795		x
ASW 28 (15m)	0,900	x	x		LS 6 (17,5m)	0,851		x	x				
										ETA	0,787		x
Discus 2a (15m)	0,898	x	x		LAK 17a (18m)	0,847		x	x	EB 29	0,787		x
					LS 6 (18m)	0,847		x	x				
					LS 9	0,847		x	x	WL – glider retrofitted with winglets			

Following table defines assignments of gliders to **Club A** and **Club B** (no-water classes) classes and declares their handicap factors (**f_s**):

Table 1b

Glider / configuration	Handicap f _s	Club		Glider / configuration	Handicap f _s	Club		Glider / configuration	Handicap f _s	Club	
		A	B			A	B			A	B
Bocian	1,389		x	Elfe S4	1,042		x	PIK 20A, 20B, 20D	0,971		x
Puchatek	1,389		x	Phoebus B	1,042		x	Pegase 101	0,971		x
Mucha 100	1,389		x	Mistral C	1,042		x	Jantar 15	0,971		x
Lis	1,389		x	VSO 10	1,042		x	Krokus	0,971		x
L 13 Blanik	1,389		x	Astir CS, CS77	1,042		x				
L 23 Blanik	1,389		x					DG 300	0,962		x
				Cobra 15	1,031	x	x	HpH 304C	0,962		x
Kobuz	1,351		x					LS 4	0,962		x
Bekas	1,351		x	ASW 15	1,020	x	x				
Mucha Std	1,351		x	LS 1-0, 1a, 1b, 1c, 1d	1,020	x	x	CB 15 Crystal	0,952		x
				Std. Libelle	1,020	x	x				
Foka 4	1,176		x					Speed Astir	0,943		x
Pirat	1,176		x	Hornet, C	1,000	x		SZD 55	0,943		x
PW 5	1,176		x	Std. Cirrus (15m)	1,000	x		LS 7	0,943		x
				DG 100	1,000	x					
Foka 5	1,162		x	Jantar Std	1,000	x		Discus	0,935		x
								ASW 24	0,935		x
Puchacz	1,137		x	ASW 19	0,990	x		DG 200 (15m)	0,935		x
				LS 1f, 1f(45)	0,990	x		Mosquito, B	0,935		x
Junior	1,111		x	SZD 59 Acro	0,990	x		LS 3 (15m)	0,935		x
				Jantar Std2, Std3	0,990	x		Mini Nimbus	0,935		x
PW 6	1,087		x	Brawo	0,990	x		Genesis 2	0,935		x
				Jantar 15S	0,990	x		Glasflugel 304, 304B	0,935		x
Astir CS Jeans	1,080		x	Krokus S	0,990	x		HpH 304CZ (15m)	0,935		x
				Cobra 17	0,990	x					
Phoebus A	1,063		x	Cirrus, VTC	0,990	x		ASW 20, 20F (15m)	0,926		x
VSO 10C	1,063		x	Std. Astir	0,990	x					
Twin Astir I	1,063		x	Phoebus B3, C	0,990	x					
								ASW 20B and ASW 20C – not allowed. WL – glider retrofitted with winglets – handicap reduced by 0,003.			
				Std. Cirrus (16m)	0,980	x					
				H301 Libelle	0,980	x					

Note: Gliders with handicap of 1,020 may compete in Club B class only at KZS-level competition, provided that a parallel (on the same airport) competition in Club A class does not take place. If there is Club A KZS competition, these glider shall compete in Club A class.

World class contains only PW-5 glider, according to FAI definition.

Multiseat class contains multiseat gliders according to FAI definition. Handicaps from Table 1a are used.

Dealing with non-listed gliders

Gliders not listed in *Table 1a* must meet technical requirements as defined by FAI for the respective FAI class. FAI classes are defined in the FAI Sporting Code, Section 3, Chapter 6.

Gliders not listed in the tables above will have their handicaps calculated using the current *German Aeroclub handicaps table (DAeC-Indexliste)*. New **f_s** handicap should be calculated as proportional to another glider listed in both tables and having its *DAeC* handicap closest to the glider in question.

Competing with a glider of lower performance

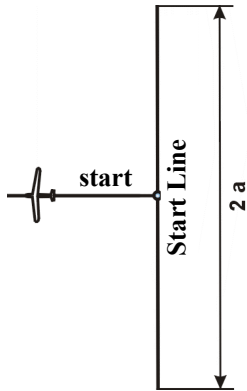
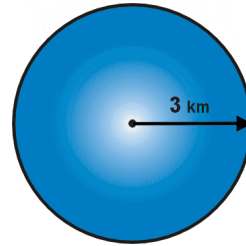
Except for the **World** class, a glider with performance lower (ie. higher **f_s** handicap) than the least performing glider in the class table is allowed to compete. In this case **f_s** handicap should be assigned equal to that least performing glider. The glider in question must meet technical requirements as defined by FAI for the respective FAI class.

APPENDIX NO 2

Observation zones for RT and AAT

1) SPT

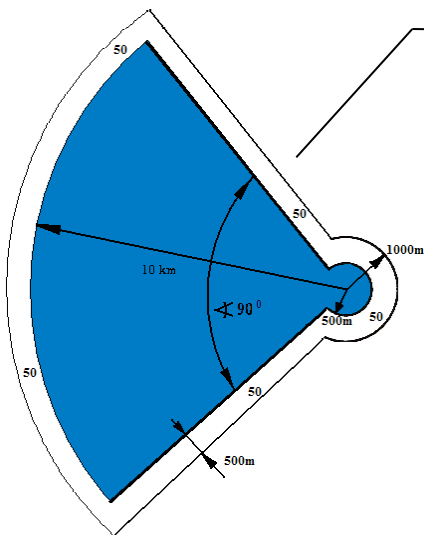
– cylinder (Start Ring)



or straight Start Line

Incorrect start within
500m from start line
(par. 8.7) – 50 pts

2) Turn Point



Incorrect TP rounding
within 500m from
observation zone
(par. 8.7) – 50 pts

Note: Numbers on the pictures indicate penalty points.

APPENDIXES: NO 3-9

Following appendixes are technical instructions for the Organisers and have not been translated to English:

- 3. Template of official competitors start list**
- 4. Template of daily results**
- 5. Template of total results after competition day**
- 6. Template of Final Competition Results**
- 7. Instruction for calculation of recorded flight altitudes using a calibration table**
- 8. Template of Referee's Final Statement**
- 9. Template of registration form**