

# **RULES FOR SAILPLANE GRAND PRIX**

These rules apply to the SGP and to National Grand Prix which are used as a qualifying event for the World SGP

Valid 1 December 2005  
For IGC SGP Events in 2006

**INTERNATIONAL GLIDING COMMISSION  
SAILPLANE GRAND PRIX RULES FOR 2006**

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**PART 1 GENERAL**

**1.0 DEFINITIONS:**

- a. **Sailplane Grand Prix (SGP):** Wherever this phrase is used in these Rules it refers to both 'World' and 'Qualifying' Sailplane Grand Prix events.
- b. **Qualifying Sailplane Grand Prix:** A National Grand Prix, approved by the IGC, the objectives of which are to enable pilots to qualify for the next World Sailplane Grand Prix
- c. In this document, wherever the word he, his or him is used, it should be taken as he/she, his/hers or him/her.

**1.1 OBJECTIVES OF THE SAILPLANE GRAND PRIX (SGP)** The objectives of the SGP are:

- a. World Sailplane Grand Prix: to select the Winner of the World SGP ;
- b. To make gliding competitions more easy to understand and more attractive for the public and the media;
- c. To promote world-wide expansion of the public image of soaring;
- d. To foster friendship, co-operation and exchange of information among soaring pilots of all nations;
- e. To encourage the development of safe operational procedures, good sportsmanship, and fairness in the sport of soaring.

**1.2 GENERAL REQUIREMENTS**

- 1.2.1 The SGP shall be controlled in accordance with the FAI Sporting Code General Section and Section 3 (Gliders & Motorgliders) and specifically with this document.
- 1.2.2 The Winner shall be the pilot having the highest total score obtained by adding the pilot's place score for each Grand Prix day. The winner of a World SGP will be awarded the title of World SGP Champion.
- 1.2.3 The total period of the competition shall not exceed 8 days. An official practice period immediately preceding the opening of the SGP shall be made available to all competitors by the organizers.
- 1.2.4 The official language of the SGP shall be the English language; this shall include all regulations and information circulated to the competitors, any public announcements during the event, and briefing.

**1.3 CLASSES** The SGP will be run in an FAI recognized class. For a World SGP this class will be defined by the IGC. All eligible sailplanes will be permitted to participate; including motorised gliders provided they have fully functioning MoP recorders.

**1.4 RESPONSIBILITIES OF THE ORGANISERS**

- 1.4.1 The Organisers shall pay due regard to safety and fairness in all aspects of the SGP.
- 1.4.2 The Organisers shall provide:
  - a. All facilities necessary for the satisfactory operation of the Grand Prix,

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- b. Each competitor with all complementary information upon arrival at the contest site, turn and control points, and an electronic version of the start, turn point and control point data base in the most usual file formats for turn point data files, and
  - c. Full meteorological information during the SGP, access to which shall be available to competitors and assistants in addition to briefing material supplied to the competitors.
- 1.4.3 The organisers shall perform doping controls in accordance with FAI Rules and National Requirements.
- 1.4.4 The Organisers of a SGP must pay sanction fees to FAI as decided by IGC.
- 1.4.5 The travel and living expenses for the International Officials (Referee) at a SGP are the responsibility of the Organisers.

**PART 2 SAILPLANE GRAND PRIX OFFICIALS**

**2.1 THE SGP DIRECTOR** The SGP Director will be in overall operational charge of the event. He shall have other officials as detailed below to assist him. The SGP Director is responsible for good management and the smooth and safe running of the SGP. The Director or his nominated Deputy shall be available at the contest site at all times while SGP flying is in progress.

- a. He shall make operational decisions in accordance with rules of the SGP and in conformance with the FAI Sporting Code, General Section. Decisions shall be published without delay in writing.
- b. He shall penalise or disqualify a competitor for misconduct or infringement of the rules in accordance with the requirements of 8.6 and the penalty list at 8.7.
- c. He shall give evidence to the Referee if requested.
- d. He shall publish the officially accepted entry list and issue daily results with the minimum of delay.

**2.2 REFEREE** The Referee shall be responsible for adjudication of any complaints or protests during the SGP. The Referee for a World SGP shall be nominated and approved by the IGC. The Referee for a Qualifying SGP shall be approved by the Bureau and may be nominated by the Organiser.

- a. He shall be present at the event site for the SGP.
- b. He shall deal with protests filed by a competitor by hearing the protest in presence of the SGP Director and give his decision as soon as possible.
- c. He has the right to terminate the SGP if the Organisers fail to abide by these Rules and the general sporting requirements of the FAI Sporting Code.
- b. He shall approve the final results of the SGP.

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**PART 3 PILOTS**

**3.1 SELECTION**

- a. Entry to the World SGP will be open only to pilots who have qualified through a Qualifying SGP.
  - b. A Qualifying SGP shall be open to international participation. A minimum of five places must be reserved for international competitors. If at the closing date of entry these places have not been taken up by international pilots they become available for reallocation to national pilots. If at the closing date there are more international entries than allocated, priority will be given according to the IGC Ranking List.
- 3.1.1 Competitors and crew members, by virtue of entering, agree to be bound by these Rules and the Local Procedures issued for the World Sailplane Grand Prix, by any rulings and requirements stated by the Organisers at any briefings, and the airspace regulations in force during the Championships. They are also deemed to accept without reservation, any consequences resulting from the event (for instance see 3.5 on insurance).

**3.2 ENTRIES**

- 3.2.1 **Application for Entry** Application for entry shall be accepted only if sent before the deadline, on the official entry form, and accompanied by the entry fee in full. Incomplete entry forms or those containing inaccurate information shall not be accepted.
- 3.2.2 **Entry Fee** The entry fee shall cover all operational costs during the SGP, except that aero tows may be paid as used, at the discretion of the organisers. A competitor who withdraws shall have no right to the return of any fees.
- a. Entry fees shall be returned:
    - (i) In full, if the SGP does not take place,
    - (ii) Unused fees shall be paid back if the SGP are stopped or cancelled for reason of force majeure,
- 3.2.4 **Rejection of Entries** The organising NAC may not reject any entry to the SGP made in good faith and complying with the terms of entry.

**3.3 PILOT CRITERIA** To be allowed to participate in the SGP a pilot must:

- a. Have flown at least 250 hours as a pilot in command, of which at least 100 hours must be in sailplanes;
- b. Hold a Pilot License or equivalent document issued or recognized by the authorities of the host nation;
- c. Fulfill additional criteria for participation, which may be set by the Organizers or the IGC.

**3.4 REGISTRATION**

- 3.4.1 On arrival at the contest site, all pilots shall report to the Organisers' Registration Office to have their documents checked and to receive any supplementary information.
- 3.4.2 After the close of registration, no change of sailplane 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.

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- 3.4.3 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.
  - c. For the sailplane:
    - (i) Valid Certificate of Airworthiness or Permit to Fly, and
    - (ii) Third party insurance certificate for the sailplane.

**3.5 INSURANCE**

- 3.5.1 The sailplane must be covered for third party liability to an amount specified by the Organisers.
- 3.5.2 Personal medical insurance is required for all pilots, covering accidents and sickness, including any local hospital costs and the costs of transport back to the team member's home country.
- 3.5.3 Required insurance shall be available for purchase at the contest site.

**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 and wear a serviceable parachute on each SGP flight.
- 4.1.2 Each competing sailplane must have a valid Certificate of Airworthiness or Permit to Fly not excluding competition flying and shall be flown within the limitations of this Certificate of Airworthiness or Permit to Fly.
- 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.

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- a. 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 SGP Director. Landing damage is normally assumed to be the fault of the pilot.
- 4.1.4 A competitor involved in a collision in the air shall not continue the flight but land as soon as practicable. Both pilots shall be scored as having virtual outlandings at the position at which the collision occurred.
- 4.2 AIRCRAFT MAXIMUM MASS LIMIT** The maximum take-off mass shall be the limitation set for the class in the current edition of Annex A to the Sporting Code Section 3, 'Rules for World and Continental Soaring Championships'. The Organisers may carry out random mass checks at any time the aircraft are on the ground during the SGP.
- 4.3 AIRCRAFT IDENTIFICATION**
- 4.3.1 Contest numbers, as validated by the Organisers, shall be displayed on the sailplane, trailer and crew car and shall be positioned on the sailplane:
- a. On the underside of the right wing, approximately 2.5 m from the centreline of the sailplane with the top of the figures or letters towards the wing leading edge. The height of the letters or figures should be not less than 80% of the wing chord.
- b. On both sides of the tail fin and/or rudder. These should be at least 30 cm high.
- 4.3.2 Contest numbers shall be 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 or not complying with this paragraph 4.3. Competitors not complying with the Organiser's requirements may be denied a launch.
- 4.3.4 The Organisers may require competitors to display transfer logos and advertising banners on their sailplanes.
- 4.4 TRACKING SYSTEMS** The Organisers will require competitors to carry data recorders, cameras and data transmitters to provide position information and video pictures to be broadcast via the Internet and television mediums. The pilots have to agree to carry this equipment on board. Any interference with these units in order to prevent them from working properly is prohibited.

**PART 5 GENERAL FLYING PROCEDURES**

- 5.1 GENERAL** Cloud flying and unauthorised aerobatics are prohibited. Any manoeuvres hazardous to others shall be avoided and may be penalized and competitors shall avoid dropping water ballast in any manner likely to affect other competing sailplanes.
- 5.2 BRIEFING** A briefing will be held each morning, during the training and SGP flying periods, at which full meteorological and operational information appropriate to the task of the day and the airfield shall be given. This will include units of measurement and times as appropriate.
- 5.3 EXTERNAL AID TO COMPETITORS** The following limitations are imposed so that the SGP 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** Radios are for voice transmissions between team members and between them and the Organisers only. Any other data transmission between competitors, or between them and the ground, is prohibited except as required: (i) by the organisers; or (ii) for safety purpose or; (iii) for anticollision warning,

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- a. The Organisers shall designate a common radio frequency on which all transmissions will be made during the contest. All pilots are required to remain on this frequency.
- b. The selector of the radio frequency of the radio set will be sealed on the position corresponding to this single frequency.
- c. The seal may only be broken if it is necessary to obtain permission from an airfield to land on it or in case of emergency. Non compliance shall be penalised.

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 must land or return to the SGP site without delay and may not lead, guide or help in any way other competitors.

#### **5.4 CONTROL PROCEDURES**

5.4.1 Flight verification will be made using GNSS flight recorders (FR).

- a. All GNSS FRs approved by the IGC up to two months prior to the Opening Day shall be accepted.
- b. Two GNSS FRs must be used. One is designated to the Organisers as the primary recorder and the other one as a back-up.
- c. GNSS FRs recording intervals shall be set to 10 sec or less.
- d. FRs shall be switched on for at least two minutes before take off to establish an altitude baseline. For motor gliders having an MoP capable of being started in flight (including sustainer MoP) the engine must be started and run for a maximum of two minutes either before the launch, or as soon as possible after release if the motor glider is launched by aerotow. This is required to provide a positive record on the GNSS trace. The FR must remain switched on following an engine run on the ground.
- e. If both recorders fail and the flight record is interrupted for a period longer than one minute the sailplane shall be considered as having a virtual outlanding at the point of interruption unless satisfactory evidence can be provided that the sailplane did not, during the interruption of the FR record, violate airspace or, in the case of a motor glider, use the MoP.
- f. The Organisers shall require the backup FR only in the event that the primary FR fails. The Organisers shall be informed of any change of equipment including the designation of the primary FR. Non-compliance may be penalised.

5.4.2 Penalties shall be imposed by the Organisers for unauthorised interference with the GNSS equipment, data or internal program.

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**PART 6 TASKS**

**6.1 THE SAILPLANE GRAND PRIX TASK**

- 6.1.1 The Organisers shall set a number of Turn Points in a sequence.
- 6.1.2 After opening of the Start Line, the competitor shall cross the Start Line and complete the task by passing through these Turn Points, in the sequence designated by the Organisers, and returning to the contest site in the shortest time.

**PART 7 SAILPLANE GRAND PRIX PROCEDURES**

**7.1 THE LAUNCH GRID** The grid order shall be drawn by lot before the first flying day.

- a. The grid will be composed of at least 3 rows. A row will be allocated to every pilot but the position in the row will not be defined.
- b. The grid order shall advance by one row after every valid competition day.
- c. Sailplanes must be on the grid at the time specified by the Organisers.
- d. Only sailplanes on the grid at the time of the start of the launch shall affect the timing of the Start.

**7.2 LAUNCHING**

**7.2.1 Launching Procedures**

- a. The beginning of the launching period, the towing patterns, release areas, and release height or altitude shall be given at Briefing.
- b. If a sailplane or pilot is not ready to be launched due to a fault by the Organisers, the launch shall not be commenced.
- c. Pilots shall not release until after the tow pilot has rocked the wings of the tow plane. Pull-ups before releasing are prohibited.
- d. Prior to the opening of the Start Line, continuous circling is permitted only to the left.
- e. Each sailplane is permitted a maximum of three launches per task. A competitor requiring a second or third launch shall be launched immediately the main launch is complete and shall be released in the Start Area, at the nominated Start Altitude. If several pilots need a relaunch they shall be launched in the same order as they landed back.
- f. 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.
- g. A failed take-off or a failure of the tow plane 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 and reports to the launch point without delay.
- h. Once launching has started, the Organisers may suspend towing if it is dangerous to continue.

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**7.2.2 Procedures for Motor Gliders**

- a. Motor gliders may self-launch or launch by aero tow. The Organisers shall describe the launch procedures at the briefing.
- b. If they self-launch, their MoP must be shut down in the designated release area below the maximum release altitude.
- c. If they require a second launch for a start, they must land prior to taking the new launch, otherwise they will be deemed to have a virtual outlanding at the position at which they started their MoP.

**7.3 STARTING**

**7.3.1 Definitions**

- a. **Start Line** – a straight line, of defined length, perpendicular to the track to the first Turn Point.
- b. **Start Area** – the area "behind" the Start Line opposite to the first Turn Point.
- c. **Start Altitude** – the maximum altitude at which the start line may be crossed once the start line is open. This altitude shall be set daily by the organiser as a function of the meteorological conditions.
- d. **Start Point** – the center of the Start Line.
- e. **Start Speed** – the maximum ground speed at which the start line may be crossed. This speed is 170 kPH.

**7.3.2 Starting Procedures**

- a. The Start Line shall normally be opened 20 minutes after the release of the last sailplane, which was in its specified grid position on time.
- b. The Organisers may delay or cancel the opening of the Start Line if it is dangerous to continue launching or the weather deteriorates so that the task may not reasonably be attempted.
- c. The pilots must be in the Start Area, below the Start Altitude, no later than one minute before the Start Line is opened. Non compliance shall be penalised.
- d. Once the Start Line is open the pilots must start by crossing the line below the Start Altitude and within the Start Speed limit.
- e. If a pilot has to be re-launched after the opening of the start line, he may start immediately and does not need to stay behind the start line for one minute, but must cross the start line below the start altitude and within the speed limits.

**7.3.3 Radio Procedures** The following radio messages will be made by the Organisers:

- a. After the release of the last sailplane: "The Start Line will be opened at y Hour and the maximum start altitude is z m or zz ft " (altitude expressed in QNH).
- b. Every five minutes before the start time: "The Start Line will be opened in yy minutes, the maximum start altitude is z m or zz ft".
- c. At 2 minutes before the start: "The Start Line will be opened in two minutes, pilots must be behind the Start line in one minute".

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- d. One minute before the start: "The Start Line will be opened in one minute, pilots must now be behind the start line".
- e. 30 seconds before the start : "The Start Line will be opened in 30 seconds "
- f. 10 seconds before the start: "Start in 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, Go !"

7.3.4 **Validity of Starts** 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 after the Start Line has been opened.

## 7.4 TURN POINTS

### 7.4.1 **Definitions**

- a. **Observation Zone** – for a SGP GNSS Turn Point the observation zone shall be a circle of radius 0.5 km, centered on the turn point.
- b. **Maximum Altitude** – a limit in QNH for rounding a turn point.

7.4.2 **Turn Point Procedure** The pilot has to fly through the Observation Zone of the Turn Point below the maximum altitude limit if any has been set.

### 7.4.3 **Validity of Turn Points**

- a. A Turn Point is valid if the GNSS FR shows a valid fix or a straight line between two subsequent valid fixes within the Observation Zone.
- b. If there is no proof that the competitor passed through the Observation Zone the rounding of the Turn Point shall be validated if the competitor was within 500 m of the boundary of the Observation Zone, but a penalty shall be applied.
- c. If a maximum altitude has been set for the Turn Point and if a pilot rounds the Turn Point above this altitude the rounding shall be validated but a penalty shall be applied.

## 7.5 OUTLANDING

- a. The starting of a motor glider's MoP, except as allowed by 5.4, or a complete failure of both GNSS FRs, is regarded as an outlanding.
- b. The position and time of the outlanding shall be determined from the last valid fix on the GNSS flight record when the aircraft come to rest, before the starting of the MoP, or before the FR failure, whichever occurs first.
- c. If prior to the real outlanding, the starting of the MoP or the failure of the recorder, the sailplane has reached a position giving a greater Marking Distance (see definition in 8.1) it will be considered as landed at the virtual Outlanding position determined from the valid fix on the GNSS flight recorder giving the best Marking Distance.
- d. When landing out the competitors shall inform the Organisers without delay by giving their position (co-ordinates). Non-compliance shall be penalised.
- e. The Organisers shall assist competitors and crews in every possible way to locate outlanded sailplanes.

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**7.6 FINISHING**

**7.6.1 Definitions**

- a. **Finish Line** - a straight line, of 0.5 km length, at the elevation of the airfield and clearly identified on the ground. The Finish Line shall be so placed that sailplanes can safely land beyond it. A maximum height of 100 m (AGL) is imposed for crossing the line.
- b. **Goal** - the center of the Finish Line.

**7.6.2 Finish Procedures**

- a. Competitors shall announce their arrival on the Finish Line frequency by calling at 10km with their contest number. The acceptance reply shall be the contest number. The procedure shall be stated in detail at the first briefing.
- 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 Line shall be closed at sunset, or when all competitors are accounted for. Competitors still on task after closure of the Finish Line shall be considered as outlanded.

**7.6.3 Validity of the Finish**

- a. A finish is valid if the sailplane crosses the Finish Line, unassisted, in the direction specified at briefing.
- b. Competitors crossing the Finish Line above the maximum altitude shall be penalised.
- c. A sailplane landing back at the airfield without crossing the Finish Line shall be deemed to have finished and shall be given as finish time the time at which the sailplane stopped moving plus a 5 minute penalty.

**7.7 LANDING**

- a. The landing procedures shall be detailed at the briefing.
- b. Hazardous maneuvers when approaching and after crossing of the Finish Line shall be penalised. Having crossed the Finish Line the competitors shall land without delay.
- c. Landing later than the end of legal daylight is not permitted. Non-compliance shall be penalised.

**7.8 FLIGHT DOCUMENTATION** All flight documentation, including GNSS records, shall be handed in immediately after landing. The Organisers may also require back- up documentation within 60 minutes.

## PART 8 SCORING AND PENALTIES

### 8.1 DEFINITIONS

- a. **Task Distance** - the distance from the Start Point to the Goal via all Turn Points.
- b. **Start Time** - the time at which the Start Line was opened.
- c. **Finish Time** - the time the sailplane first crosses the Finish Line after completing the task.
- d. **Marking Time** – the time elapsed between the Start Time and the Finish Time for an individual competitor.
- e. **Marking Distance** - the sum of the legs correctly completed by the competitor, commencing from the Start Point, in their proper order and the distance achieved on the next leg attempted but not completed if any. 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 Goal 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
- f. **Valid Day** - a Day shall be counted as a SGP Day if:
  - (i) A launch opportunity has been given to each competitor in the class in time for the competitor to carry out the task of the Day in question, and
  - (ii) At least one competitor has completed the task.

### 8.2 BASIC SCORING

- 8.2.1 Daily Basic score and penalties shall be expressed in times.
- 8.2.2 The Basic score of all finishers will be their Marking Time.
- 8.2.3 The Basic score of all outlanders will be the Marking Time of the last finisher plus a time penalty equal to the time needed to fly from their Virtual Outlanding Position to the Goal via the missing Turn Points at a nominal ground speed of 60km/h. (i.e. 1 minute per missing km).
- 8.2.4 If a pilot has no valid start his score will be the Marking Time of the last finisher plus a penalty equal to the time needed to fly the Task distance at 60 Km/h.
- 8.2.5 Any penalties shall be added from the competitor's Basic Score after it has been calculated, according to this Section. Flights that have been disqualified shall be scored as if the pilot has not had a valid start.

### 8.3 PLACE SCORING

- 8.3.1 Each finisher shall receive a Place Score according to his ranking in the daily basic scoring.
- 8.3.2 The allocation of points per position will be as follows:
  - a. The day's fastest pilot will be awarded one point per finishing pilot to a maximum of nine points.
  - b. The second fastest pilot receives one point per slower finishing pilot to a maximum of eight points.

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c. The process is repeated down to the ninth slowest finishing pilot or, if there are less than 9 competitors, until all finishing pilots have had their place score allocated.

8.3.3 The Day winner shall be given an additional bonus of one point. If there are more than 9 finishers, Place Scores will therefore be 10, 8, 7 down to 1 for the first 9 competitors.

3.3.4 In case of a tie of two or more pilots, all tied pilots shall receive the same Place Score. The Place Scores of lower ranking pilots remain unchanged. If there were 9 finishers and positions 2, 3, and 4 were tied, the Place Scores would be : 10, 8, 8, 8, 5, 4, 3, 2, and 1.

3.3.5 The organisers may give an additional 1 point bonus for the first pilot rounding a designated turn point on each competition day.

**8.4 SCORING PARAMETERS** All times are in seconds and all distances in km.

**8.4.1 Competition Day**

Dt = Task Distance

Ts = Start Time

**3.4.2 Competitors**

D = Competitors Marking Distance

Tf = Competitor Finish Time

T = Finishers Marking Time = Tf – Ts

Nf = Number of finishers

Tm = Marking time of the last finisher S = Score

R = Competitor's ranking (according to S) P = Daily Place Score

O = Overall Place Score

**8.5 SCORING FORMULA**

3.5.1 **Daily Time Scores** The day is not a valid day if there are no finishers.

For finishers: S = T

For outlanders: S = Tm + (Dt – D) x 60

For pilots not having started: S = Tm + Dt x 60

The scores shall be displayed in hours, minutes and seconds.

3.5.2 **Daily Place Scores**

For the winner of the day: If Nf < 9 P = Nf – R + 2

If Nf ≥ 9 P = 10 – R + 1

For all finishers: If Nf < 9 P = Nf - R + 1

If Nf ≥ 9 P = 10 - R

If a bonus has been given, the score for the pilot first rounding the designated turn point is:

P = P + 1

8.5.3 **Overall Place Scores**

For each pilot: O = P1 + P2 + etc...

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**8.6 PENALTIES AND DISQUALIFICATION**

- 8.6.1 The SGP 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 shall be in accordance with the appropriate list of penalties stated in Section 8.7 below.
- 8.6.2 All penalties shall be expressed in times and added to the scores after they have been calculated according to section 8.4.
- 8.6.3 If a pilot has been disqualified he shall be scored as though he had not started.
- 8.6.4 Offences not covered by this list may be penalised at the SGP Director's discretion in accordance with the provisions of the Sporting Code, General Section 5.2.
- 8.6.5 Penalties shall be listed on the score sheet of the Day on which the penalty was given.
- 8.6.6 Penalties may be awarded on a Day that does not meet the requirements of a competition Day, or non-competition Days, or during the practice week. In such a case the penalty shall be applied to the next competition day.
- 8.6.7 Notwithstanding 8.6.2, if the organisers are able to electronically track competitors in real-time during a task to and assess whether any penalties have been incurred (eg missing a turn point) they may impose immediate penalties. The maximum penalty should not exceed the times laid down for the penalties listed in 8.7. The organisers shall ensure that penalties can be relayed to pilots and the acknowledgement is received from the pilot regarding the penalty.

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**8.7 LIST OF APPROVED PENALTIES**

Type of Offence	First Offence	Subsequent Offence	Max Penalty
Overweight of W kilograms	W x 10 seconds	n x W x 10 seconds	n x W x 10 seconds
<b>Wrong, late or missing information</b>			
Documentation not complete	No launch for all offences		
Scrutinizing not complete			
Changing FR without advising the Organisers	1 minute	2 minutes	3 minutes
<b>Incorrect Start</b>			
Time spent outside the Start Area during the final 1 minute before the Start Line is open	Time x 5 for all offences		
Start before the Start Line is open	Time diff x 10	Time diff x 10 x n	Time diff x 10 x n
Start above maximum start altitude	10 seconds/m	n x 10 seconds/m	Day Disqualification
Start above speed limit :			
Start speed between 170 and 200kpH	1second per 1km/h excess of 170 km/h for all offences		
Start speed above 200kpH	10 seconds per 1km/h excess of 170 km/h for all offences		
<b>Incorrect Rounding of Turn Points or Areas</b>			
More than 0.50 km from turn point or area	5 minutes for all offences		
More than 1.00 km from turn point or area	No Control for all offences		
Flying above max altitude in the observation zone of a Turn Point (if a maximum altitude has been set)	Warning	(n-1) x 5 secs/m	n x 5 secs/m
<b>Dangerous or hazardous flying</b>			
Cloud flying	30 minutes	Day Disqualification	Disqualification
Circling in wrong direction before opening of the start	Warning	(n-1) x 2 minutes	Disqualification
Towing: early or late release/ pull-up before release			
Finish Line: above maximum altitude			
Finish Line: hazardous manoeuvre	1 minute	(n-1) x 2 minutes	Disqualification
Landing: incorrect landing lane	Warning	(n-1) x 1 minute	Disqualification
Flying above the absolute altitude limit (defined at briefing) if excess altitude < 100m	5 secs /m	n x 5 secs/m	Day Disqualification
Flying above the absolute altitude limit (defined at briefing) if excess altitude > 100m	Outlanded at the point of airspace entry	Day Disqualification	Disqualification
Entering restricted or closed airspace			
Landing after legal daylight	Time after daylight	Day Disqualification	Disqualification
<b>Cheating or falsifying documents</b>			
Falsifying documents	Disqualification for all offences		
Attempt to obtain external help for finding lift from non competing sailplane or airplane	Day Disqualification	Disqualification	Disqualification
Use of frequency other than the common frequency	2 minutes	Day Disqualification	Disqualification
Use of cell phone or other radio communication in flight			
<b>Other Violations</b>			
Flying under influence of alcohol	Day Disqualification	Disqualification	Disqualification
Positive doping control	See FAI policy for all offences		

## **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 At any time during the SGP a complaint may be made by a competitor to the SGP Director or his nominated Deputy. Such complaint shall be dealt with expeditiously.

### **9.2 PROTESTS**

- 9.2.1 Protests may not be filed against the SGP's Rules.
- 9.2.2 When dissatisfied with a penalty or the decision on a complaint made during the SGP a competitor has the right of protest to the Referee.
- 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,
  - (ii) It shall include reasons for the protest, and
  - (iii) It shall state the remedy sought by the protest.
- b. A Protest, along with the Protest Fee, shall be handed to the SGP Director or his nominated Deputy, by the competitor within 14 hours (2 hours on the last day) of the publication of the ruling or decision against which the protest is made.

### **9.3 TREATMENT OF PROTESTS**

- 9.3.1 The SGP Director shall deliver a protest to the Referee without delay.
- a. The Referee shall give his decision within 24 hours (as soon as possible on the last day) of receiving the protest from the SGP Director.
- b. The Referee shall hear both sides on the matter of any protest, applying correctly the Rules for the SGP and appropriate FAI Regulations. In considering the protest the Referee shall be provided with access to all persons and information to assist in their considerations.
- c. The SGP Director is bound by the decision of the Referee.
- d. The protest fee shall be returned if the protest is upheld, or is withdrawn prior to the hearing by the Referee.

## **PART 10 RESULTS AND PRIZEGIVING**

### **10.1 RESULTS**

#### 10.1.1 Definition of status of results:

- a. Preliminary Results: Performances before any verification ;
- b. Unofficial Results: Preliminary results after verification of flight records from all competitors and including penalties;
- c. Final Results: Unofficial results 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 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 SGP Director or his nominated Deputy.

10.1.3 The cumulative scores of the SGP shall be final only after the Referee has confirmed their validity. They shall be published before the Prizegiving is held.

**10.2 PRIZEGIVING** There shall only be one winner of the SGP. If two or more pilots have the same accumulated time after the final SGP 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 place finishes, and so on until the tie is broken.

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**ANNEX 1: LOCAL PROCEDURES**

Local Procedures must be provided to the competitors by the organisers no later than one month before the event.

For a World SGP they shall be submitted to the IGC for approval no later than 3 months before the Opening Ceremony.

They shall contain the following information :

- A. Documents to be presented by the pilot at registration
  - 1. Pilot
  - 2. Crew
  - 3. Sailplane
  
- B. Technical requirements
  - 1. Scrutineering : location and schedule
  - 2. List of instruments that must be removed
  - 3. Requirement for High visibility markings
  - 4. Procedure for checking aircraft mass
  
- C. General Flying Procedure
  - 1. Map of the airfield
  - 2. Units of measurement
  - 3. Single Frequency to be used
  - 4. Carriage of tracking units
  
- D. Gridding
  - 1. Organisation of the grid
  - 2. Requirements for discharging of water ballasts on the grid
  
- E. Launch procedure
  - 1. Procedure for motor gliders if they are accepted
  - 2. Release areas
  - 3. Release
  - 4. Re-lights (re-launch)
  
- F. Finish Procedure
  - 1. Arrival announcement
  - 2. Mandatory Reporting points (if any)
  - 3. Procedure for direct landings
  - 4. Procedure for speed finishes
  
- G. Outlanding
  - 1. Telephone number of the outlanding office
  - 2. Outlanding form (information to be provided)
  
- I. Scoring
  - 1. Delay for handling of flight documents
  - 2. Handling of IGC files in electronic form
  
- J. Protests
  - 1. Amount of protest fees

*Note: it is recommended not to set a requirement for circling to the left around the airfield nor to set a minimum altitude for speed finishes*