



**BRITISH
GLIDING
ASSOCIATION**

**BGA RULES FOR RATED
COMPETITIONS**

2019

Version 1.2

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FOREWORD

Welcome to V1.2 of the 2019 Rules for BGA Rated Competitions.

This version corrects a few typos and one unintended ambiguity (in 5.12.2.1) that were in V1.0. The following significant changes were made in V1.0. Pilots and organisers are advised to read the text relating to these changes carefully:-

- **Team Entry Penalties (2.1.5)** Clarification that penalties incurred by team entries are applied against the team regardless of which pilot was responsible.
- **National Championship Entry (4.1.4)** Nationals entry is now a paperless process.
- **Junior National Entry (4.4.2)** Junior Nationals entry is now done on a dedicated web-site.
- **Size of Task Group (4.6.2)** There is no longer a minimum number of gliders required in a task group for pilots to qualify for a rating or as National Champion.
- **Election of PSC.(5.1.4)** Organisers may now carry out the election of the Pilots' Safety Committee in advance of the initial briefing.
- **Briefings (5.2)** In recognition of the importance of airspace awareness, a minimum content for airspace briefings is introduced.
- **Notice of First Launch (5.3.7)** To prevent the morning briefing carrying on after the announcement of an earliest first launch time and possibly eating into pilots' time to prepare, there is now a requirement that all business must have been concluded at least 30 minutes before the first launch.
- **Communications (5.12)** The old section "5.12 Radio" has been extensively rewritten to address the issue of assistance being given to pilots by ground crews and to clarify the position regarding the use of data devices in the cockpit. There are now two sub-sections "5.12.1 Radio" and "5.12.2 Information"
- **List of Approved Penalties (7.1)** The penalties associated with infringements in the revised "Communications" section described above have been standardised with first offences now attracting 250 penalty points (up from 100), while a second offence on a subsequent day for using a non-approved frequency has been reduced from disqualification to day-disqualification.
- **List of Approved Penalties (7.1)** The penalty for single or multiple "minor" penetrations of prohibited airspace on second and subsequent days now escalates by 50 extra penalty points per day.
- **Glider Speed Indices (7.3)** Ventus 3 (15m) and JS3 (15m) reduced to 104. SF26 increased to 76. Sky increased to 72.

The following changes were made in the 2018 edition.

- **AAT Designated Time Renamed as Minimum Time (7.2)** To come into line with IGC Sporting Code nomenclature and to reduce confusion around AAT scoring rules.

- **“Actuals” No Longer Required in Published Scores (5.24)** This change recognises that the rule requiring the publication of “actual” speeds and distances is no longer practical and has not generally been complied with in recent years. The widespread publication of results through Soaring Spot and the advent of DHTs (where “actuals” are meaningless) make this necessary.
- **Disqualification and Day Disqualification now Defined (7.1)** Lack of a clear definition previously has meant that it has not been obvious to scorers how these penalties should be implemented, leading to potentially anomalous effects.
- **Airframe Recovery Parachutes now Permitted (5.16)** To align with the IGC Sporting Code which now permits Airframe recovery systems in place of individual parachutes worn by occupants.
- **“IGC Procedures for Handicapped Classes” now Directly Referenced (4.2, 4.3)** These paragraphs now refer directly to The IGC document to reduce the possibility of conflict in the event of change.
- **European Championships Team selection now only from Nationals with at least two competition days (6.2.4).**
- **New Speed Indices for JS3 and Ventus 3 in both 15m and 18m configurations and addition of HpH304TS Twin Shark to speed index list (7.2)**
- **Submission of secure flight traces by Email now formally permitted, provided stated in Local Rules. 5.5.4.**

We actively seek the views of competition organisers and pilots alike as the sport evolves. We do this through a feedback page on the BGA website, through forums at competitions, from issues raised and themes arising from Competition Directors’ reports and in discussion at the Competition Organisers’ Seminar, and via pilot surveys on key issues – all of which feed into our work to transform UK Competitions and increase participation by making competitions better and more fun. You can email the committee direct on compscommittee@gliding.co.uk.

This makes for a very busy agenda and so I would like to offer a personal thankyou to all the committee for their hard work and innovative ideas during 2018. Finally to all those reading this, I wish you fun, safe and successful racing in 2019 – and don’t forget to log those XC flights on the new-look National Ladder!

Liz Sparrow On behalf of the BGA Competition & Awards Committee

Committee Members -2019

Liz Sparrow (Chair)	Matt Page
Alan Langlands	Justin Craig
Russell Cheetham	Benedict Smith
Paul Crabb	Brian Spreckley
Rich Hood	Graham Garnett
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INTRODUCTION

This 7-part document sets out the official BGA rules for rated competitions.

Part 1 “Competition Preparation and Publication”

Rules about planning and publicising a competition.

Part 2 “Pilot Entry - General”

What every prospective competitor must do to enter a competition..

Part 4 “Glider Compliance-General”

Rules regarding the permitted physical properties of competing gliders

Part 3 “Competition Types”

Types and classes of competition and the rules specific to each.

Part 5 “Conduct of the Competition”

Rules applied during the competition itself

Part 6 “Rating Lists and Team Selection”

Pilot rating and team selection procedures.

Part 7 “Appendices”

Complex or detailed information, referred to in the rules.

DEFINITIONS

Wording.

Throughout these 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.

Units.

Speed in kilometres per hour; Wind Speed in knots; Height in feet above the airfield; Altitude in feet above mean sea level; Directions and Radials in degrees true; and Distance in metres and kilometres.

GPS Datum.

WGS 84.

Organiser

The individual or group of individuals, who undertake the running of a BGA Rated Gliding Competition. *(This will usually be a sub-committee of a gliding club)*

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1 COMPETITION PREPARATION & PUBLICATION

1.1 OFFICIALS

1.1.1 Director

The competition organisation must be headed by a Director who has overall responsibility for ensuring that suitable personnel, equipment and facilities are available for the efficient organisation and running of a BGA rated competition. The Director or appointed Deputy must be available throughout the competition period and at the end ensure results and reports are promptly forwarded to the BGA in the required format. The Director must ensure that the conduct of competition flying with respect to finishing is continually observed in person. If not by the Director, then by other key officers specifically briefed.

1.1.2 Key Officers

The Director shall appoint the key officers of Task setter, Airspace Officer, Deputy Director and Safety Officer. The Airspace officer and Task setter must not be the same person.

1.1.3 Stewards

Suitably experienced current competition pilots shall be appointed as stewards to monitor the conduct of the competition and report any unfairness or infringement of the regulations and investigate protests. Stewards must hold no executive position in the organisation of the competition nor be competitors. They need not be in continuous attendance throughout the competition and a quorum for a meeting is two. Stewards should refer to the BGA Competitions Committee for guidance prior to any decision, especially where there may be ambiguity within the rules or no specific rules covering the case in question. The stewards' decision on any protest is final.

1.2 CANCELLATION

Once entry fees have been paid, a competition must not be cancelled, except for reasons of 'force majeure' and only after consultation with the BGA competitions committee or (if already started) the stewards.

1.3 LOCAL PROCEDURES

1.3.1 Approval and Publication.

Local Procedures must be approved by the Competition Committee prior to publication. Distribution should ensure competitors receive them at least three weeks before the competition starts.

1.3.2 Minimum Contents.

As a minimum they must define:

- the boundaries of the airfield.
- times for pilot registration.
- details of any additional radio frequencies to be used,
- a copy of the current BGA registration form.
- specifications of any additional temporary airspace restriction or dispensation known to be in operation during the contest period.
- any rules that are additional to these rules.

- Local Procedures must also contain a reminder to fly within the requirements of the law, namely the UK implementation of SERA (Standardised European Rules of the Air) and its associated UK exceptions regarding low flying and reckless or negligent endangerment of any person or property.

1.3.3 Additional information.

Normally included are:

- the start point co-ordinates and details of finish lines and control points that may be used.
- domestic and site information.
- a list of the anticipated entrants.
- a list of Flight Recorder types and media storage devices that the organisation are already equipped to download.
- a list of required documents to be produced at registration.

2 PILOT ENTRY- GENERAL

2.1 PILOT LICENCING & ELIGIBILITY

2.1.1 FAI Competition Licence

All pilots, except two-seater P2s, must hold a valid FAI Competition Licence. *Note: these can be obtained through the BGA website at www.gliding.co.uk*

2.1.2 Nationality

Only pilots of British nationality, or principally resident within the UK and subject to British income tax, may qualify for the title of National Champion and be awarded BGA trophies. Pilots not meeting the British Nationality or residency requirement may enter any BGA competition but will gain no priority rating and will not affect other competitors' ratings other than by virtue of their daily performance affecting the number of points allocated.

2.1.3 Team Entry, Same Glider.

Two or more pilots may compete as a team entry in the same glider in the Junior Nationals, Overseas Championship and Regionals. Pilots must not compete in more than one glider in the same task group.

2.1.4 Team Entry, Different Gliders

Two or more pilots may compete as a team entry in different gliders in Regionals, provided that the handicaps of the gliders fall within a single task group; that only one glider competes on any one day; that the days on which each glider is to compete shall be agreed with the Director before the start of the competition and that no pilot competes in more than one glider during the competition (subject to [3.2.2](#)).

2.1.5 Team Entry Penalties

When pilots compete as a team entry as permitted in 2.1.3 or 2.1.4 above, any penalty incurred (including warnings for first offences and penalties for second and subsequent offences) shall count against the entire team regardless of which pilot was responsible.

2.1.6 Multi-seaters.

The registered pilot must be generally accepted as more proficient than any other occupant of the glider. Relative proficiency should be determined by the current rating list. A multi-seat glider may be flown on a team basis in accordance with 2.1.3.

2.1.7 Hors-concours.

The Competition Committee must approve all National Championship hors-concours entries. The normal entry fee is payable in all cases.

2.2 REGISTRATION

2.2.1 Registration Form.

The form shall be completed and delivered to the organising club as directed. If any of the details submitted change, a fresh form must be completed. The contents of the registration form must, as a minimum, mirror the requirements of the BGA sample form downloadable from the BGA website including all pilot declarations.

2.2.2 Registration In-Person

Prior to flying, competitors must attend registration and show evidence of FAI competition licence. The organisation may require sight of other supporting documents at registration – these will be listed in Local Procedures.

2.2.3 Supporting Documentation

Subsequently during the competition, pilots may be required to produce supporting documentation for any of the information declared on the registration form. Scrutineering of the glider to be used and any equipment on board may also be undertaken by the organisation before launching on the first day and on any subsequent day to ensure compliance with the rules.

3 GLIDER COMPLIANCE - GENERAL

3.1 GLIDER IDENTIFICATION

3.1.1 Display of Tri-Graph or Competition Number

Gliders must display their BGA tri-graph or Competition number as large as practicable in a contrasting colour on both sides of the fin/fin & rudder.

3.1.2 National Aviation Authority Markings.

Appropriate National Aviation Authority issued registration markings must additionally be displayed as required.

3.2 CHANGES

3.2.1 Change of Task Group or Glider Configuration.

A glider shall not, during a contest, change task groups or vary its configuration from that declared at registration other than as allowed in 5.11.2.

3.2.2 Complete Change of Glider

One complete change of glider may be declared at registration to be actioned on a specific day and to run for a defined number of calendar days, provided that the handicap of the replacement is within the limit of the task group or the same as the glider replaced. The change, or any details of the change, may not be cancelled unless the Director is satisfied that the replacement glider has been damaged beforehand or in transit and the pilot is not seeking a tactical advantage. Changing the configuration of the same glider is not regarded as a glider replacement and is therefore not permitted within the context of this section.

3.3 MAXIMUM WEIGHTS

3.3.1 Take Off Mass

The take-off mass of a glider shall be the lower of: –

- Manufacturers certificated limit
- Standard and 15 metre classes – 525 kg.
- 18 metre class – 600 kg.
- Open Class – 850 kg.
- 20 metre Multi-Seat – 800kg

3.3.2 Weighing.

Organisers are encouraged to check weigh gliders if they suspect that limits are being overlooked and to check handicap declarations in Club Class. To be effective, this may require some restrictions in the local procedures on the loading and dumping of ballast or engine fuel prior to launch and when equipment may be added. Gliders should be weighed with wings balanced and with all equipment required for flight. If weighing takes place on the way to the grid it must be ensured that the glider has a small into wind component. The mass of the pilot is also measured at this time. The intended take off mass is the combined mass of glider, all equipment, pilot and any calibration error that is registered for the weighing scales in use. A tolerance of +/- 1% is additionally allowed before overweight or out of handicap penalties are considered.

4 COMPETITION TYPES & TASK GROUPS

4.1 NATIONAL CHAMPIONSHIPS

4.1.1 National Championships Classes

The national championships shall be sub-divided into the classes of :

FAI Classes:

- Open
- 18 metre
- 15 metre,
- Standard
- Club Class
- 20 metre Multi-Seat

Non-FAI Class:-

- Junior

each producing a National champion.

4.1.2 Nationals Championships Venues.

Suitable clubs will be invited by the Competitions Committee to bid.

4.1.3 Nationals Pilot Eligibility

All pilots must have previously competed as P1 in a BGA rated competition or if a foreign pilot, in an equivalent event abroad. In exceptional circumstances substantial non-rated competition experience will be considered acceptable if recommended by the director and agreed by the Competitions Committee.

4.1.4 National Championships Entry

Applications to enter a National Championships (except Junior Nationals, see 4.4.2) must be received by the BGA office by January 31st to avoid placement on the late entry list. If oversubscribed, entry is prioritised by the rating list followed by late entries in order of application. In any case, an application, even if a late entry, must be received by the BGA to allow the pilot to enter the competition. Deposits will not be accepted by the organising club until this step is completed.

4.2 20m. MULTI-SEAT NATIONAL CHAMPIONSHIPS

4.2.1 General

The event will be run in accordance with these rules except in the case of glider eligibility, and handicapping, which will instead be in accordance with sections 2.2. 2.6 and Appendix 2 of the latest "IGC Procedures for Handicapped Classes" Part 2.

The latest version of this document can be found at www.fai.org. The link at the time of publication of this BGA Rulebook was https://www.fai.org/sites/default/files/sc3ah_2018.pdf

4.2.2 Maximum Take-Off Mass

The take-off mass must be less than or equal to the lesser of:-

- The maximum certificated take-off mass according to the type certification data sheet or the BGA approved limit.
- 800kg.

4.2.3 20 metre Multi-seat Entry requirement

Only one pilot entry is required for the lead pilot, who must fly on every day of the competition, but 2 occupants must fly on board, the second of which may alternate subject to being registered daily with the competition organisation.

If the second pilot on any day is of a higher proficiency than the lead pilot (as determined by the current Rating List) the result of the competition shall not be taken into account for the rating or international team selection eligibility of the lead pilot.

4.2.4 IGC Handicap Integration with BGA Scoring

It should be noted that IGC handicaps will require a multiplier of 100 prior to integration with BGA scoring formulae.

4.3 CLUB CLASS NATIONAL CHAMPIONSHIPS

4.3.1 General

The event will be run in accordance with these rules except in the case of glider eligibility and handicapping which will instead be in accordance with sections 1.2. 1.6 and Appendix 1 of the latest version of "IGC Procedures for Handicapped Classes" Part 1. The latest version of this document can be found at www.fai.org. The link at the time of publication of this BGA Rulebook was https://www.fai.org/sites/default/files/sc3ah_2018.pdf

4.3.2 Maximum Takeoff Mass (MTOM)

The take-off mass must be less than or equal to the lesser of:

- Maximum certificated take-off mass, according to type certificate data sheet or BGA approved limit
- Maximum certificated take-off mass without water-ballast, according to type certificate data sheet or BGA approved limit

4.3.3 Water Ballast

With exception of fin ballast, as set out below, water ballast must not be carried in Club Class. Any fixed ballast must be securely installed and must meet airworthiness requirements. Water ballast may be carried in the fin tank, if fitted, for the sole purpose of adjustment of the position of the centre of gravity. If carried, it must be included in the take-off mass. The configuration and weight of the glider, including any fin water ballast, must remain the same throughout the competition.

4.3.4 IGC Handicap Integration with BGA Scoring

It should be noted that IGC handicaps will require a multiplier of 100 prior to integration with BGA scoring formulae.

4.4 JUNIOR NATIONALS

4.4.1 Junior Age Limit

Only pilots whose 26th birthday falls after the year of competition are eligible to enter the Junior Nationals.

4.4.2 Junior Nationals Entry

Applications to enter the Junior Nationals are made on the Junior Gliding website:-

<http://nationals.juniorgliding.co.uk>

4.4.3 Junior Nationals Maximum Glider Speed Index.

Gliders with a speed index not exceeding 106 are eligible to enter.

4.5 REGIONAL CHAMPIONSHIPS

4.5.1 Regionals Venues and Dates

Any club may apply to the Competitions Committee to run a BGA rated Regional Competition. Those without a proven competition track record will be required to satisfy the Competitions Committee that they have the expertise. It may be necessary to apply control over dates to reduce competition conflicts.

4.5.2 Regionals Entry

Application to enter a Regionals must be made directly to the organising club. If oversubscribed, entry is decided by the date order the entries are received or by a ballot of all applicants. Pilots from outside the organising club must have the same opportunity of entry including notification of entry procedure.

4.6 TASK GROUPS

4.6.1 Task Group Definition

A competition may consist of one or more task groups determined either by FAI class, or glider speed. Where two similar classes – e.g. 15m and Standard - are combined into a single task group which is set the same task and scored together, they together constitute a single task group.

4.6.2 Size of Task Group.

A task group shall not be larger than can normally be launched in less than one hour and in any case must not exceed 50.

4.7 ALTERNATIVE RULES AND PROCEDURES

All events will be run in accordance with these rules except that specific alternative rules and/or procedures may be trialled with the express prior approval of the BGA Competitions and awards Committee. If this is the case, the intention must be published as soon as possible and highlighted in the Local Procedures.

5 CONDUCT OF THE COMPETITION

5.1 PILOTS SAFETY COMMITTEE (PSC)

5.1.1 Purpose of the PSC.

To ensure, by use of 'peer pressure', that safe flying and airmanship standards are followed by all (including tug pilots) with regard to the high concentration of gliders that a contest creates.

5.1.2 Goal of the PSC.

To ensure all are aware of their responsibility for the safety of fellow pilots and other people and property on and off the airfield, thus eradicating aggressive and/or marginal flying in the bid for extra performance.

5.1.3 Operation of the PSC.

All competitors must make themselves available for the post unless they have already served on a PSC this year.

5.1.4 Election of PSC

Prior to the commencement of the competition the Director will, with the agreement of the pilots concerned, nominate three pilots and a reserve and invite further nominations from the other competitors. Pilots will elect three pilots and a reserve. The election may be carried out in advance of the initial briefing at the Director's discretion, provided all pilots have the opportunity to participate.

5.1.5 Powers of the PSC

The PSC will investigate complaints from competitors related only to safety and flying standards during the competition. If considered necessary a verbal or written warning should be issued, with serious cases referred to the Competition Director if a penalty is recommended.

It is intended that considerable discretion should remain with the PSC to deal with complaints without involving the Organisation. However, as it acts purely in an advisory capacity and is not empowered to impose penalties, behaviour considered to warrant further action must be reported to the Competition Director.

5.1.6 Resignation from the PSC

A member of the PSC may resign if he feels it is affecting his own competition result, with the next placed candidate filling the position.

5.2 BRIEFINGS

5.2.1 Daily Task Briefings

The organisers must hold a task briefing every day of the contest at 09.30 hours (or other published time) that includes the following: -

- Previous day's results (if applicable).
- Meteorological forecast.

- Details of the day's tasks (any number of options) for each task group – this shall include verbal briefing and task sheets with detail in accordance with 5.2.2.
- Airspace restrictions, exemptions and hazards that might affect competitors. see “Airspace Briefing – minimum content” below.
- Time on grid and earliest time of first launch (if not on the task sheet).
- Time of last launch (not earlier than 1800 hours).
- Tug and glider relight landing areas.
- Finishing procedures.
- Administrative notices.
- Date and time of next briefing.

Flight and safety requirements given at briefing carry the status of Local Regulations.

Pilots unable to attend briefing must ensure they are in possession of all relevant briefed information prior to launching.

5.2.2 Airspace Briefing – minimum content

Each morning briefing must include a section on Airspace, delivered either by the Director or the Airspace Officer. The minimum content of the Airspace Briefing is as follows:

- Local hazards, including reminders of known issues arising from the configuration or proximity of local airspace, even if it is marked on the current air chart.
- Details of LOAs & Dispensations (e.g. Daventry Box et al) including procedures for their use.
- Deemed active parachute zones to be treated as prohibited airspace.
- Temporary Controlled, Restricted or Prohibited airspace.
- Advisory navigation warnings issued by NOTAM.
- Any other areas designated as Additional Penalty areas.
- This information to be provided in graphical format, displayed on screen during the briefing or by the issue of printed maps to allow easy identification on pilots' air charts.

5.2.3 Task sheet – minimum content.

A task sheet must be supplied to pilots for each task briefed with minimum content to include the following:-

- Task date and priority designation
- Written task description to include tri-graph, description and co-ordinates of start, finish, and turnpoints in degrees and decimal minutes, task length, leg lengths, leg headings (degrees true),
- For Distance Handicapped Tasks, a supplementary sheet must be supplied indicating the radius of barrel in km to one decimal place to be employed for that task for each handicap of glider in the task group. The task sheet must also clearly indicate that the task is a Distance Handicapped Task and show a defined example barrel size of 5km, or the maximum barrel size required if it is less than 5km.
- Written observation zone description where task is an AAT
- Graphic interpretation of task area (minimum size A5) showing all observation zones, track lines, all relevant permanent airspace boundaries and any temporary

restricted/prohibited airspace including prohibited parachute zones identified as shaded areas.

- List of relevant temporary restricted/prohibited airspace and prohibited parachute drop zones to be titled as **ADDITIONAL PENALTY** – to include time, location and height descriptor as appropriate. In the event of any discrepancy between graphical and text descriptions of such airspace/parachute zones, the text version will always be authoritative.
- Written list of relevant navigation warnings with descriptors as appropriate to be titled as **ADVISORY**
- Written list of relevant airspace exemptions in operation to be titled **EXEMPTIONS**.
- Radio frequencies of any ATZ within 5km of track lines and start volume for Speed and Distance Handicapped Tasks - discretionary for Assigned Area Tasks.

5.2.4 Additional Briefings

The Director may hold additional briefings for any reason provided reasonable steps are taken to notify all pilots of the time and place (which may be at the launch point).

5.2.4.1 Task Not Previously Briefed

An additional briefing must be held if a task not previously briefed is to be flown, with at least 30 minutes from its completion to the start of launching.

5.2.4.2 Pilot Notification

The Director must ensure all pilots are aware of any resulting changes.

5.2.4.3 Previously-Briefed Task

An additional briefing is not required if a previously-briefed alternative task is to be flown. However, the Director must ensure every pilot is aware of the change at least 15 minutes before launching commences. This ruling also applies to a change of minimum task time for an Assigned Area Task.

5.3 LAUNCHING

5.3.1 Launch Method

Launches must be by aero tow, unless stated otherwise before entry fees are paid.

5.3.2 Release Zone

Gliders should be towed to the release zone specified for each task group and be 'waved-off' by the tug but may release earlier at their discretion. The Director may change the release zone at any time if it is considered to be necessary for sporting reasons.

5.3.3 Launching Multiple Task Groups

Each task group must be launched separately, except as specified for relights, the first launch of each task group being at the Director's discretion.

5.3.4 Nationals Priority

If competitions include a National Championship and Regional Task Group, the Nationals must always be launched first. In this case, Organisers must ensure all Regional's pilots are aware of this prior to entering.

5.3.5 Task Group Launch Period

All gliders of a task group should have the opportunity of a competition launch within one hour. This can normally be achieved by having not more than six gliders per tug.

5.3.6 Launch Order

Within each task group the order of launch shall be in order of registration letters or competition numbers with the first to take-off on the first flying day being selected by lot. Thereafter the order shall advance after each contest day by 2/7ths of the number of competitors in the group.

5.3.7 Notice of First Launch

Announcement of the earliest first launch time should be given, ideally at briefing, and updated regularly if slippage occurs. The first launch shall be no earlier than 30 minutes after the completion of all business at the morning briefing session. A previously announced earliest launch time must not be brought forward and, in addition, a 10 minute warning of the time of the actual first launch must also be given even if it coincides with the previous estimated time. These announcements may be made using standard competition messaging systems as well as on the competition frequency. It should not be necessary to call pilots together for this. If stream launching a second task group immediately after the first, the 10 minute notice rule will apply only to the first launch of the first group provided that the intention to stream-launch has been previously briefed.

5.3.8 Refusing a Launch

Pilots who refuse a launch shall follow the relight procedure. A pilot who is unready for his grid order launch shall be deemed to have refused a launch.

5.3.9 Launch Grouping

Organisers may group gliders and launch them in their group provided that for each glider its launch position is within five places of its official place.

5.3.10 Motor Gliders

Motor-gliders may be grouped together in list order to assist launch point organisation, or be positioned so that their slipstream does not hazard other aircraft.

5.3.11 Director to be Present

The Director or his deputy should be present at the launch point during the main periods of glider launching and must suspend launching if it appears dangerous to continue.

5.3.12 Additional Launches (Relights)

If a pilot wishes to be launched either after refusing the offer of a launch or after landing back at the airfield he must, when fully ready to launch, notify the Launch Marshal and position his glider as instructed.

5.3.13 Relights During Launch of Next Task Group

If the launching of another Task Group is in progress, every fifth launch must be available for 'relights' of any previous Group.

5.3.14 Failed Launches

If a pilot fails to be launched satisfactorily through no fault of him or his crew, he must be offered an additional launch without delay.

5.3.15 No Relight after an Outlanding

A glider that lands outside the official boundary of the airfield (except as above) shall not be permitted any further contest launches on that day. Where doubt exists on a pilot's entitlement to a relight, he should be launched, and the dispute resolved later.

5.3.16 Relight Cancels Previous Starts

Each relight automatically cancels all previous starts unless the task has been completed.

5.3.17 Self-Launcher Relights

Self-Launching Gliders must land within the boundary of the airfield, and launch in sequence as directed by the Launch Marshal.

5.4 TASK POSTPONEMENT OR CANCELLATION

5.4.1 Task Cancellation After Launch

Once launching has commenced, the task may be cancelled for safety or sporting reasons only.

5.4.2 Start Postponement

The Director may delay the opening of the start for either of the above reasons.

5.4.3 Re-tasking After Launch

Prior to the start line opening the Director may cancel the task and at his discretion require pilots to land back for a further briefing. This rule would only be invoked if the weather was unsuitable and it may be possible to task in a different direction. There must be a minimum time of one hour between the recall and first launch on any subsequent task.

5.4.4 Re-Tasking after Mass Land-Back

If after the start line has opened all gliders land back, the Director may set an alternative task.

5.4.5 No Reversal of Decision

Once a launch postponement or task cancellation has been made, the decision must not be reversed.

5.5 FLIGHT VERIFICATION

5.5.1 Method.

Flight Verification, both primary and secondary, must be derived from an IGC approved GPS Flight Recorder (FR) or one that has previously held IGC approval as a Flight Recorder even if now withdrawn.

5.5.2 ENL or MOP for Engine-Equipped Gliders

For engine equipped gliders competing without the engine disabled, any FR used for verification must be fitted with an approved engine noise level (ENL) and/or means of propulsion (MOP) detector that clearly indicates engine use. The IGC list of approved Flight Recorders may be viewed at <http://www.fai.org/gliding/gnss>.

5.5.3 Control.

Valid control within a Start or Turnpoint zone is achieved by having a logged point, or any part of the line joining 2 consecutive logged points, within the zone. Start and Finish times

are calculated by interpolation. Height verification for the purposes of screening flight logs for any airspace infringements or to confirm control at the start will use the procedure in Appendix 2.

5.5.4 Handing in.

On completion of a task, all evidence must be booked in within 60 minutes. If on a logger or removeable memory device, it will remain under the responsibility of the Organisation until released back to the competitor. If permitted in the local rules, pilots may also submit secure IGC files by email, or by uploading to a nominated website.

5.5.5 Evidence to Include all Flying that Day.

The flight record must include all flying conducted on the day prior to reaching the landing point even if the day subsequently becomes non scoring.

5.5.6 Flight-Recorder Time intervals.

The time interval between FR fixes should be set at 6 seconds or less provided the FR is capable of recording 10 hours or more at this setting. In the case of older FRs which may not meet this requirement then a longer interval may be used but this must not exceed 12 seconds.

5.5.7 Flight-Recorder Calibration.

A calibration chart from a test carried out within the preceding 5 years must be available to the Organisation. In the event that a valid calibration chart cannot be produced within the protest period should a flight log provisionally indicate an airspace infringement, it will be assumed that the calibration height puts any logged points 100 feet vertically further into the airspace than indicated and any penalties will be amended accordingly.

5.5.8 Software & Hardware.

It is the responsibility of the competitor to ensure the Organisation is in possession of the required software, connecting cable and/or storage media reading device for their FR or IGC file.

5.5.9 Analysis and Scoring Programs

Analysis and scoring programs employed by competition organisations should be approved by the BGA Competitions Committee prior to use. Only SeeYou scoring script versions published on the BGA website are approved.

5.6 STARTING

5.6.1 Start Zone.

This is formed by a 5km radius semi-circle centred on the Start Point orientated opposite to the direction of the first turning point and is shown, surrounded by a further 500m horizontal and 250 feet vertical penalty start volume, figure 1. Starts outside these volumes are uncontrolled.

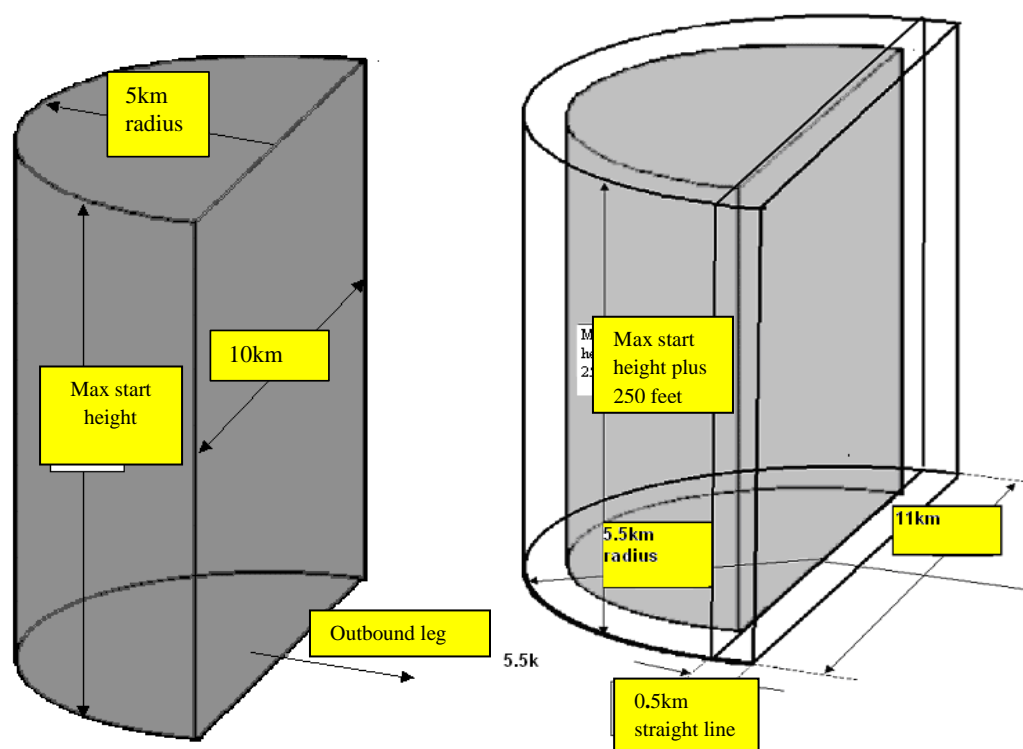


Figure 1

5.6.2 Start Announcement.

There will be start time announcements, together with maximum start height, made on the competition frequency 10, 5, and 1 minute prior to and on opening.

5.6.3 Maximum Start Height.

The maximum start height should be set approximately 1000 feet above the expected cloud base level (or the expected maximum height of convection if blue) in the start area when the start gate opens but should also take into account airspace limitations. To best achieve this, the final decision should be made just prior to the first start line open announcement.

5.6.4 Start Open Time.

The start for each task group will open not less than 15 minutes, plus 1 minute for each 200 feet or part thereof by which the cloud base, or maximum height of convection if blue, exceeds 3000 feet, after the last competitor in that task group has had the option to launch. Directors are reminded that this is a minimum time. More time may be allowed if necessary, for instance if the start zone is remote.

5.6.5 Cloud Flying Before Start.

Cloud flying is prohibited prior to starting.

5.6.6 Safety and Airmanship around Start Zone.

Pilots must remain clear of cloud and in full visibility of all gliders in the same thermal when within 10km of any start zone and base airfield reference point.

5.6.7 Control.

The latest time after completion of the launch phase, and with the start open, that a Start Zone was exited in any direction horizontally or vertically. The declared Maximum Start

Height must not be exceeded in the 2 minutes prior to Starting. If a start incurs a penalty and an earlier valid start gives a better score, the earlier start time will apply.

5.6.8 Pilot Reporting of Start Time

Within 30 minutes of starting, the Organisation must be advised of the glider's start time by radio or crew. Errors in reported start time of more than 2 minutes will be penalised.

5.7 TASKS

There are three types of task:

5.7.1 Fixed Course.

This is a race either round a closed circuit course, or to a remote goal, with one or more turnpoints. Entry into turning point sectors must be achieved in the order set. Two laps of a closed circuit course may be set provided that it is not an out and return and each lap is at least 100 km.

5.7.2 Distance Handicapped.

This is like a fixed-course task except that the radius of the turnpoint barrel centred at the nominated TP is dependent upon the handicap of each glider in such a way that all finishers will have flown the same handicapped distance on completion.

5.7.3 Assigned Area.

This is a race round pilot selected points within prescribed areas in task order. A Minimum Time is set which will penalise competitors racing for a shorter period. This type of task is intended to be set only when soaring conditions are likely to be uniform over the task area. All selected points must be assigned areas including any small area set for use as a control point.

5.8 TURNPOINT

5.8.1 Turnpoint Position

The Latitude and Longitude co-ordinates published by the Competition Organiser.

5.8.2 Fixed Course Turnpoint

A circle of 500m radius plus a 90 degree sector of radius 20 kilometres opposite the bisector of the inbound and outbound direct tracks. There are Penalty areas of a further 500m surrounding the circle and 90 degree sector. This is shown by figure 2.

5.8.3 Final Control Point

When a fixed course turnpoint is used as a final control point to ensure returning gliders have an acceptable straight-ahead landing option and when there is more than one class whose last task legs approach the same control point from opposite sides, a circle of up to 1km radius may be used instead of the standard 500m circle.

5.8.4 Enhanced Option Turnpoint

A circle of 500m radius plus a 180 degree sector of radius 10 kilometres opposite the bisector of the inbound and outbound direct tracks. There are Penalty areas of a further 500m surrounding the circle and 180 degree sector. This is shown by figure 3. This turnpoint type may be used either exclusively or mixed with normal Fixed Course Turnpoints. It should

only be used when the angle made between the inbound and outbound legs is less than 90 degrees.

The purpose of this type of Turnpoint is for it to be used on showery days where there is some doubt as to whether it will be possible to fly safely into the 0.5 km radius of the TP as is usual for Fixed Course Turnpoints.

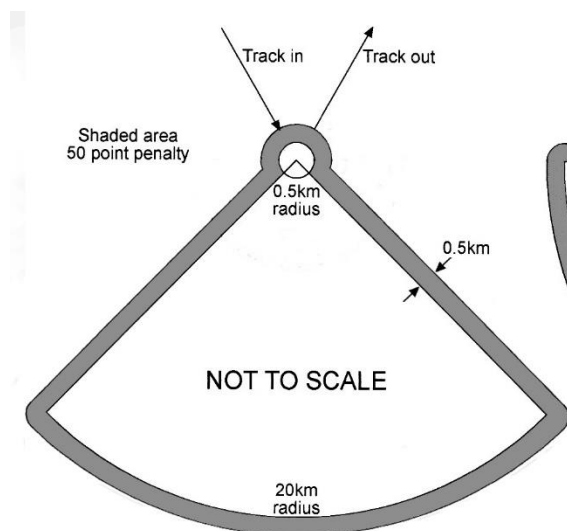


Figure 2

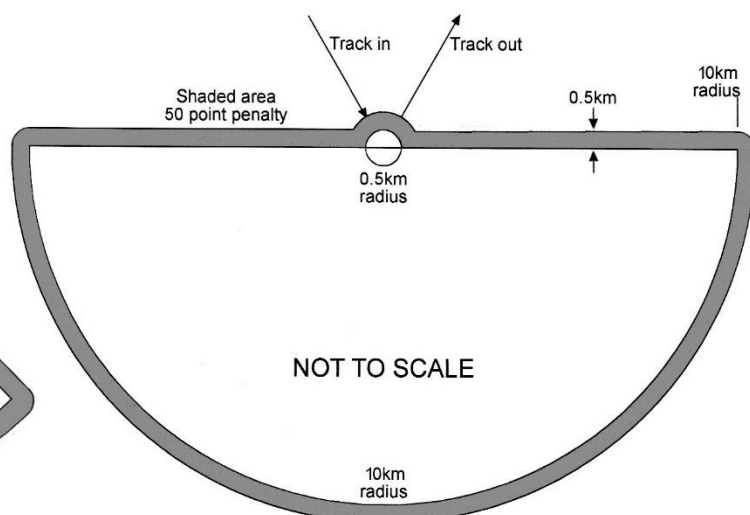


Figure 3

5.8.5 Distance Handicapped Turnpoint.

A circle whose radius depends on the speed index of the glider and is determined using software written for the purpose and approved for use in rated competitions by the BGA, plus either a 90 degree sector of radius 20 kilometres or a 180 degree sector of radius 10km opposite the bisector of the inbound and outbound direct tracks. There are Penalty areas of a further 500m surrounding the circle and the 90 or 180 degree sectors. This is shown by Figures 2 and 3 with variable radius set at 0.5km.

5.8.6 Assigned Area Definition.

A circle of set radius from a defined point or, a sector between specified radials from a defined point with a maximum and optional minimum distance. A 500m. Penalty Zone surrounds the Area. As this may not be recognised by the scoring programs, pilots believing they have rounded and given 'No Control' should apply to the Scorer for a manual assessment.

5.9 FINISHING

5.9.1 Publication of Finish Type.

The Organisation shall specify in the Local Rules the type of finish being used together with the flight patterns to be followed after crossing the line.

5.9.2 Finish Line

5.9.2.1 Finish Line Definition

A line of defined length and direction, orientated from between 0-30 degrees to the perpendicular of the inbound track line and situated such that gliders can safely land directly beyond it without turning.

5.9.2.2 Position of the Finish Line

Positioning of the finish line and inbound track to it should take into account any potential conflict with any person, vehicle or structure on the approach to and around the finish line and should normally be placed near the runway threshold to maximise the safe landing area beyond.

5.9.3 Finish Ring

5.9.3.1 Finish Ring Definition.

A ring of specified radius (normally, but not exceeding, 3km) around the finish point encompassing the contest site and the landing circuits. The final leg distance is measured from the previous turnpoint to the edge of the finish ring.

5.9.3.2 Finish Ring Minimum Altitude

When a Finish Ring is specified, a minimum altitude related to glider performance of the lowest performance glider in task group, terrain and obstructions should be set. Unless there are specific obstructions, the minimum altitude should be set to allow gliders to just pass over the ring on a normal final for direct landing in the expected prevailing wind. Competitors crossing the finish ring below the minimum specified altitude shall be penalised. Note that, for verification purposes, take-off pressure level will be used as the datum.

5.9.4 Direct Landing Option

For both the finish Line and Finish Ring, a viable direct landing option must be available to allow finishers to land ahead without turning after crossing the line or ring. A Control point should be utilised as necessary to ensure compliance.

5.9.5 Safety and airmanship at finish.

Competitors shall be reminded in the local rules that all pilots must be aware of and fly within the requirements the law, namely the UK implementation of SERA (Standardised European Rules of the Air) and its associated UK exceptions regarding low-flying and reckless or negligent endangerment of any person or property. To meet this requirement, regardless of the position of the finish line, all approaches towards the airfield should prescribe a descending profile (other than to go-around where necessary), the landing area should be in the pilot's sight, and the airfield boundary must be crossed at a height which cannot endanger persons (seen or unseen), vessels or property.

5.9.6 Control.

Given by the glider crossing the line or entering the finish ring under its own momentum, in the correct direction and above airfield elevation. Gliders landing within the declared boundary of the airfield having failed to correctly finish will be deemed to have finished 5 minutes after they come to rest.

5.10 AIRSPACE

5.10.1 Pilot's Responsibility for Airspace Avoidance

It is the pilot's responsibility to ensure that Airspace is not infringed at any time.

5.10.2 Application of Airspace Penalties

If the flight recorder evidence shows a logged point within prohibited airspace prior to engine start or actual out-landing the specified penalties will be applied, irrespective of whether the flight performance gains a score or not. This is assessed using the procedure in Appendix 2.

5.10.3 Airspace Types Excluded

Gliders are excluded from the following Airspace during competition: –

Class A – Airways, except where they pass through a TMA or CTR of a lower status.

Class C – Above FL 195.

Class D – Mostly CTRs (Control Zones) and CTAs (Control Areas)

Above FL100 unless exempted by provision of "Glider sector" that may be utilised without the need for a transponder or clearance from appropriate ATC.

Prohibited Areas.

Restricted Areas, except Note 2 and 2a areas that only apply to helicopters.

Danger Areas prefixed with an 'N' (subject to local bylaws) on the ICAO 1/2 million chart.

Any other specific areas, i.e. deemed active parachute sites, Temporary Restricted or Prohibited Areas specified by the Organisation in text on the daily task sheets.

5.10.4 ATZs

Although ATZs are not designated as excluded airspace, penetration of an ATZ without first obtaining permission (or making an attempt to obtain information regarding penetration in the case of an airfield without ATC) is illegal and must be avoided except for reasons of flight safety. Directors should consider designating selected ATZ's in the task area as additional penalty areas if they judge it appropriate. Pilots should be briefed accordingly. Unauthorised ATZ Infringements which result in a complaint from an airfield operator may, in addition, be dealt with by the application of an airspace penalty regardless of the briefed status of the ATZ.

5.10.5 Landing In a Penalty Zone with Permission

Penetration of a designated Penalty Zone may be made without incurring a penalty provided:-

- The penetration was made in order to land and that a landing was made promptly once inside the zone.
- The Director is satisfied that the penetration was made with the permission of the local controlling authority and was obtained at the time by radio before the penetration took place.

5.10.6 Block Airspace Exemptions

Flights within certain Class D Airspace may be permitted by a briefed block exemption obtained from the controlling authority by the contest organisation.

5.11 ACCIDENTS & DAMAGE

5.11.1 Accident Reporting.

Any accident or damage affecting the Airworthiness of a glider must be reported to the Director who is responsible for ensuring that the BGA reporting procedure is followed. All competing gliders must be available for inspection at the Director's request.

5.11.2 Repair.

A damaged glider may be repaired. The following items may be repaired by replacement: control surfaces, tailplane, airbrakes, flaps, canopy, undercarriage gear and doors, propeller, non-structural fairings, wing tips and winglets. Where damage occurs to wing outer panels, wing extensions or winglets, these may be substituted with stubs or lower span extension parts provided that at all times the glider is flown within its C of A and at the original handicap.

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

5.11.3 Collision.

Gliders involved in an airborne collision, however minor, will for scoring purposes be deemed to have out-landed at the point of the collision.

5.12 COMMUNICATIONS

5.12.1 Radio

5.12.1.1 Permitted use of Radio

The use of radios is confined to voice communication between pilots, crews and officials for the passing of official competition information. Radio communication between pilot (or P2 in multi-seaters) and ground crew is restricted to essential safety information only.

Communications between a pilot (or P2 in multi-seaters) and any ground station that could result in competitive advantage to the pilot, including any reporting on the position of other gliders, is prohibited.

5.12.1.2 Permitted Voice Frequencies

Voice transmissions must only be made on the approved competition gliding frequencies published from time to time by the BGA. Organisers may additionally specify an airfield frequency in the Local Procedures that may be used for control of start/finish and for safety messages only.

5.12.1.3 Use of Other Frequencies

Transmissions may be made on other frequencies to contact air traffic services for reasons of safety and to aid situational awareness only. Valid communications with ATSU's can include obtaining permission to enter an ATZ, to land at an airfield, to make courtesy position calls when near to sensitive airspace boundaries or in the event of emergency.

5.12.1.4 Listening Watch

To improve safety, competitors should maintain a listening watch on the designated primary frequency, especially during the launch, prior to starting, whilst finishing and landing, and when thermalling with other gliders.

5.12.2 Information

5.12.2.1 Passing Information

The wilful reception of information by pilots (including P2 in multi-seaters) while airborne, from the ground or from non-competing pilots, by radio or any other means, with the intention of gaining competitive advantage, is not permitted.

5.12.2.2 Data Transmission and Reception

Data transmission or reception initiated or made use of by the pilot (or P2 in multi-seaters) by any means is not permitted. This does not apply to automatic communication by anti-collision warning systems (e.g. Flarm, ADSB), one way safety locators (e.g. SPOT), or mobile devices that are switched on but not in use.

5.13 EXTERNAL AIDS

5.13.1 Help in Finding Lift

Help in finding lift by any non-competing aircraft, including competitors not in the act of carrying out the task of their own class, is prohibited.

5.14 DOPING

The British Gliding Association recognises and adopts the UK Anti-Doping Rules published by UK Anti-Doping (or its successor), as amended from time to time. Such rules take effect and will be construed as rules of the British Gliding Association. The British Gliding Association also recognises and adopts the Fédération Aéronautique Internationale (FAI) Anti-Doping Rules and Procedures version 2.1 (or any subsequent amendments). If there is a conflict between the rules of the FAI and the UK Anti-Doping Rules the rules of the FAI will prevail.

Additional guidance notes for competitors

- Any substance likely to enhance performance or create an unfair advantage, whether taken intentionally or unintentionally, is forbidden in all gliding competitions. Many prescribed or over-the-counter drugs may also be prohibited.
- Some drugs prescribed for a medical condition, and whose use is necessary for safety reasons, may be permitted. It is the sole responsibility of the pilot to ensure that any drugs prescribed to him/her or purchased by him/her are permitted or that a TUE (therapeutic use exemption) is obtained to cover their use.
- A very small number of top international competitors may be required to take part in Out-of-Competition Testing. They will be informed and advised about this separately.

All relevant information on FAI Anti-Doping Procedures including Applications for TUE and List of Prohibited Substances may be found by using the following web link –
<http://fai.org/cimp-projects/cimp-fai-anti-doping-programme>

5.15 CLOUD FLYING

5.15.1 Cloud Flying Radio

Gliders must not enter cloud unless equipped with a serviceable radio operating on the glider cloud flying frequency defined in BGA Laws and Rules.

5.15.2 Before Entering Cloud

Shortly before entering, the pilot must announce their intention on this frequency, and give the following:

- Call sign.
- Altitude above sea level and position with approximate bearing and distance from a feature on the 1:500,000 map. In addition the pilot should give the exact bearing and distance to their next task Turnpoint in degrees true and kilometres.
- Where gliders are approaching or have recently rounded a Turnpoint, the call should be relative to the nearest task Turnpoint.

5.15.3 While in Cloud

If other gliders are present in the same cloud, height information must be exchanged at regular intervals and a minimum vertical separation of at least 500 feet must be maintained, the higher glider having priority.

5.15.4 On leaving Cloud

The pilot must call immediately 'clear of cloud'.

5.15.5 Right of Way

Transiting gliders must give way to circling gliders.

5.15.6 Near a Start Zone or Base Airfield

Pilots must remain clear of cloud and in full visibility of all gliders in the same thermal when within 10km of any start zone and base airfield reference point.

5.15.7 No Cloud Flying Prior to Start

Additionally, pilots must not enter cloud prior to starting even if more than 10km from the start zone reference point of the task group – see start rule 5.6.5.

Failure to comply with the above will be considered dangerous or hazardous flying.

5.16 AIRMANSHIP & SAFETY

5.16.1 Parachutes

On every competition flight each glider occupant must wear a parachute unless the glider is equipped with an approved airframe recovery parachute system.

5.16.2 Direction of Thermal Turn

A glider joining another in a thermal must circle in the same direction.

5.16.3 Illness or Disability

Pilots must not fly if ill or suffering from any disability that might endanger the safety of themselves or others.

5.16.4 Jettisoning Water Ballast

Water ballast must not be jettisoned in a manner likely to be detrimental to other competitors.

5.16.5 Flarm

The use of Flarm (or compatible proximity warning device) is highly recommended.

5.17 OUTLANDING

5.17.1 3rd Party Complaints.

These must all be promptly reported to the Director.

5.17.2 Deemed Position of Outlanding.

For calculation of scoring distance, the glider will be deemed to have landed at the most favourable of the following: –

- The place the glider comes to rest under its own momentum, except that if the landing is on an airfield then the published reference point will apply, or
- The most advantageous Flight Recorder logged point prior to landing or operation of engine, or
- The next Turnpoint, if it is contained within the boundary of the airfield of landing.

5.17.3 Outlanding Reporting

Pilots having landed out must contact Contest Control by telephone within 1 hour from landing advising Turning points claimed and landing position. A further prompt telephone call is required advising when crew and pilot have met up.

5.18 SECOND ATTEMPT

If after any flight from which a score can be claimed the pilot wishes to make a further attempt, a valid start must be made. This invalidates any previous attempts that day.

5.19 PROTESTS

A competitor wishing to make a protest must do so to the Director, either verbally or in writing. The Director is encouraged to refer to the BGA Competitions Committee for guidance prior to any decision, especially where there may be ambiguity within the rules or no specific rules covering the case in question. If not satisfied with the Director's response, the competitor may, provided it is within 24 hours, make a formal written protest to the Director. If the protest is still not upheld, the Director must request the stewards meet within 24 hours to consider the protest. Stewards must reach a majority agreement before the Director's decision can be varied. Protests concerning scores must be made within 24 hours of the publication of unofficial results for the relevant day, except that if full day and overall results cannot be published by midnight on the last day of the competition, the protest period shall be five days from the circulation of unofficial scores.

A pilot making a formal protest must pay a deposit of £10. If the protest is upheld the deposit will be returned, otherwise it will be paid to a charity of the pilot's choice.

5.20 CONTEST MINIMA

Any day on which at least one glider scores is a contest day, and any competition with at least one contest day is a valid contest.

5.21 PENALTIES

5.21.1 List of Approved Penalties

See 7.1 for a comprehensive list of approved penalties.

5.21.2 Disqualification

For scoring purposes disqualified competitors will be deemed not to have flown on the day(s).

5.21.3 Application of Penalties

All other penalties are applied after scores have been calculated and, except for Dangerous/Hazardous flying infringements and cheating and falsifying documents penalties, will not result in a negative score.

5.22 ENGINE EQUIPPED GLIDERS

Engine equipped gliders must comply with the following procedures:-

5.22.1 Self-Launching.

Self-launching gliders must follow the same general climb out pattern as aero towed gliders and shut down their engine in the designated release area at or below the designated release height. If the designated release height at point of shutdown is exceeded by more than 100 feet then any subsequent start will be invalid unless the pilot lands and re-launches correctly.

5.22.2 Self-Sustainers Engine Test

The engine will be run after launching and prior to starting for a single period of not more than 30 seconds when directed by the Competition Organisation to test engine noise monitoring, and/or as required by the pilot to establish engine serviceability. The engine test must be completed by no more than 15 minutes after the start line opening time or 15 minutes after the time of release from tow, whichever is the later.

5.22.3 Further Engine Operation.

Any other engine operation prior to landing ends competition flying for that day. Self-retrieving gliders must return directly to the competition site without delay to minimize the effect on pilots still competing.

5.23 CALCULATION OF SCORES

5.23.1 The 1000 Point Scoring Principle

Scores are calculated each day by awarding the best performer 1,000 points, subject to any devaluation factor, and calculating other competitors' points by comparing their performance to that of the Day Winner. The overall scores are the sum of all of the day scores.

5.23.2 Scoring Parameters & Formulae

See 7.2 for full details of the scoring calculation system.

5.23.3 Glider Speed Index (Handicap).

A competitor's performance is adjusted during the scoring process by the gliders Speed Index. Most gliders and their speed indices are included in the list at Appendix 1. In Open, 18M, 15M and Standard Class Nationals, a Speed Index of 100 is used for all gliders.

5.23.4 Additional Performance Enhancements

Additional performance enhancements to the standard glider will attract the following increments to the speed index: –

Span	1 per ½ metre or part thereof
Winglets	0.5, unless part of the original design or marked with a (w) on the list, the only exception to this being gliders with a span of 21 metres or more prior to modification.
Wing Root Fairings	0.5, unless the modification is manufacturer specified on a later derivative of the same glider design enjoying the same handicap.
Boundary layer control trip tape on wings(excluding de-turbulating resonance composite film)	0.5, unless part of the original design specification or specified on a later derivative of the same glider design with the same handicap.

Use of boundary layer de-turbulating resonance composite film and/or reverse step leading edge strip technologies will not be permitted in handicapped competitions. This situation may be reviewed as understanding of the technologies and how it affects performance and certification improves.

5.23.5 Windcapping.

With the exception of Distance Handicapped tasks, an adjustment is made to the distance of each task leg flown, depending on the wind strength (in knots) and direction. For Preliminary scores they may be estimated, but for Unofficial and Final scores they must be deduced by assessing the thermal drift from a representative cross section of competitors' Flight Recorder traces.

In Distance Handicapped Tasks, windcapping is applied using a forecast of the competition wind and is applied before the task is flown by influencing the barrel-sizes applied to the various speed indices.

The wind strength is adjusted by dividing it by a contest dependent wind division factor (see 7.2.2), but shall not exceed a value of 30.

5.23.6 Distances.

In all calculations, the Start Point, Finish Point, and Fixed Course Turnpoints are the published Latitude and Longitude coordinates. For Assigned Area Tasks, the Turn-points are the logged point in each Assigned Area that results in the greatest overall distance.

For Fixed Course tasks, the achieved distance of an uncompleted leg is the length of that leg less the distance between the Out-landing Point and the next Turnpoint, or Goal.

For Assigned Area tasks, the achieved distance of an uncompleted leg is computed as follows: -

Mark the nearest point on the boundary of the next area from the Out-landing point or the point at which the task time expires

- Use this point to find the scoring point in the previous area that will maximize task distance and record the distance between them.
- This distance, minus the distance between the Out-landing point and the next Area, is the length of the uncompleted leg.

If an uncompleted last leg is less than zero its effect is ignored.

5.23.7 Scoring Distance Handicap Tasks.

These task types are not yet fully supported by the SeeYou scoring software, but will be scored as for Fixed Course tasks. The tasks are designed to give all finishers the same windcapped distance. However, using the Fixed Course rules for measuring distances for scoring outlandings, and for assessing whether or not a glider has exceeded the qualifying distance, can potentially lead to some inconsistencies. For all gliders, the distance awarded for any completed leg will be the declared task leg distance (unhandicapped and not wind adjusted) between the turnpoint coordinates. Distances for uncompleted legs will be calculated as for Fixed Course Tasks, regardless of the turnpoint size being used by any glider. This will mean that any two gliders landing at the same point will be given the same distance for that leg, regardless of handicap and regardless of how much distance advantage may, or may not have been gained before landing.

5.24 PUBLICATION OF SCORES.

Preliminary day scores should be published as soon as possible. Day score sheets must contain each competitor's position, day points, name, glider type, glider identity, start time, finish/elapsed time, speed/distance flown and, for handicapped competitions, glider handicap. Unofficial day scores, including description of any penalties or warnings, should be available at the first task briefing on the following day. If there are no protests or requirements for additional evidence these scores become final 24 hours after publication. Otherwise scores become final 24 hours after the determination of any protest or alteration in the light of additional evidence, and publication of amended scores. Final day scores should be published as soon as practicable and, if not published on a web site, duplicated so that each pilot can retain a copy. Score sheets should be annotated as either Preliminary, Unofficial or Final with Unofficial score sheets carrying the time and date of publication so that protest period may be referenced.

Copies of the last day scores must be available within 5 working days (Organisers should consider using the BGA's or their own Web site) and the final competition scores must be distributed to competitors within 10 days from the end of the competition. If these are subject to protests and amendments, the final results or amendments thereto, must likewise be distributed to competitors within a further 12 days, i.e. within 22 days from the end of the competition.

All hors-concours pilots and any pilots who are not of British nationality, nor principally resident in the UK and subject to the payment of British taxes, must be annotated on entry and result sheet.

5.25 DIRECTORS REPORT

Within 4 weeks of the end of the competition, the Director shall submit a written report to the Chair of the BGA Competitions and Awards Committee. The report should follow the format set out in section 4.8 of the BGA Competition Organisers' Guide.

6 RATING LIST & TEAM SELECTION

6.1 RATING LIST.

The **Rating List** ranks pilots for entry into oversubscribed National competitions. It is calculated from performances in BGA rated competitions and International Championships held during the previous twelve month period ending September 30th together with devalued ratings from the previous year's list. Performances in foreign competitions will be considered provided pilots apply to the BGA with a list of results prior to September 30th.

6.1.1 Competition Rating.

This is derived by adjusting the **Base Rating** for the type of competition, from the following table, by the number and perceived quality of entrants. The **Base Rating** and **Standard Entry** for foreign competitions will be determined individually by the Competitions Committee based on their perceived individual merit.

Comp Rating = **Base Rating** + (No. of Competitors – **Std Entry**) x ½ + **Pundits** x 10,
where **Pundits** = No. of competitors with current **Rating Score** greater than the **Comp Base Rating**. For non-UK competitions **Pundits** = zero.

Type of Competition	Base Rating	Std Entry
UK National Championships, except the Junior Nationals	1000	45
UK Regionals and Junior Nationals	750	15
World Championships except the Women's and Junior	1400	25
European Championships - except the Women's and Junior	1300	25
Other International Championships	1000	25

6.1.2 Rating Score.

A competition winner receives a **Rating Score** equal to the **Competition Rating**. Other participants' **Rating Score** is calculated using the **Competition Rating**, their final position and their points score relative to the winner. All pilots receive a **Rating Score** for every competition entered during the twelve month period plus one calculated by deducting 250 from the previous year's highest **Rating Score**. Pilots' positions on the **Rating List** depend on their highest **Rating Scores**.

$$\text{Rating Score} = \text{Comp Rating} - 475 \times (\text{Pilot Position} - 1) \div (\text{No. of Competitors} - 1) \\ - 475 \times \text{MIN}((\text{Winner's Points} - \text{Pilot's Points}) \div (0.6 \times \text{Winner's Points}), 1)$$

If **Rating Score** < minus 200 then **Rating Score** = minus 200

6.1.3 Rating of Team Entries.

When more than one pilot during a competition acts as pilot in a single seat aircraft or in the case of a two-seater when more than one pilot qualifies as registered pilot, only the pilot who earns the greatest proportion of the winner's points on the days flown receives a **Rating Score** calculated from glider's final competition position and the total points score.

6.1.4 Rating Ties.

These are resolved in favour of the pilot with the highest percentage of the winner's points in their **Rating Score** competition.

6.2 INTERNATIONAL TEAM SELECTION

6.2.1 Timing of International Team Selection.

Selection procedures are carried out at the end of the UK competition season prior to any International Championship and Pre-Worlds for all Northern Hemisphere competitions. For competitions in the Southern Hemisphere, the World Championship team selection is carried out prior to the Pre-World competition.

6.2.2 International Team Member Qualifications.

The Sporting Code requires that competitors in International Championships meet all the following criteria: –

- Satisfy the FAI Sporting Code Annex A Section 3.2 regarding citizenship and representation.
- 250 total hours pilot in command, of which at least 100 hours is in sailplanes.
- Hold a current FAI Sporting Licence.
- Have competed in two National Championships – not applicable for Junior Nationals.
- Junior competitors must not have a 25th birthday prior to the 1st January in the year that the Championship commences.

6.2.3 World Championships (unrestricted) Team Selection

6.2.3.1 Open, 18 metre, 15 metre, Standard and Club Class.

Any World Champion from the previous event in class is selected automatically. Up to two further competitors are selected by vote for each class from a voting panel, all being eligible for selection. The voting panels consist of all pilots who have achieved a placing in the top 50% rounded to the nearest place, of the appropriate preceding two UK National Championships in class plus any other pilots in the class team squad. Where this procedure produces a voting pool of eligible pilots of less than 20 then further pilots of lower placings from both years are added in percentage placing order to enlarge the voting pool to 20 where possible.

6.2.3.2 20m. Two Seat Class.

Any World Champion from the previous event in class is selected automatically. If there is no current World Champion in class, one lead pilot is selected by vote from a voting panel, all being eligible for selection. The voting panel is to consist of all pilots who have achieved a placing in the top 50% rounded to the nearest place, of the preceding two UK National Championships in class plus any other pilots in the class team squad and also all pilots who have achieved a top 5 placing in all other UK National Championship classes in the two

preceding years. The selected lead pilot may choose his co-pilot and must confirm availability of a competitive 20m. flapped glider prior to a team place being granted as this is a mandatory requirement.

6.2.3.3 13.5m. Class

This class is not currently supported.

6.2.3.4 Sole Basis of Team Selection

Without exception, team selection for any class and entry authorisation will be based solely upon perceived ranked pilot ability as defined using the procedures in 6.2.3 irrespective of opportunity that may be provided by wild card rules of IGC.

6.2.3.5 Class Team Squad.

After the World Championship is completed, a new class team squad is formed consisting of the selected participants in class of the just completed unrestricted World Championship plus those selected participants from the previous unrestricted World Championship in class. The squad is then subsequently enlarged to include the top three placed pilots in the two Nationals in class held prior to the team vote as well as participants in class that achieve a top 40% position rounded to the nearest place in the European Championship prior to the team vote. Pilots are deleted from the squad prior to voting if they have not achieved a top 50% placing rounded to the nearest place in at least one of the last three Nationals in class preceding the vote. The identification of class squad members is intended to aid BGA marketing projects and to help target pre-event training opportunities.

6.2.3.6 Pilot Options

All pilots eligible for entry in more than one class may choose which class they wish to compete in.

Priority for choice of class is determined by vote order. In all cases where there is an option, pilots must make their preferences known within two weeks of notification of the vote result.

6.2.4 European Championships

6.2.4.1 Open, 18 metre, 15 metre, Standard, Club Class and 20metre Multi-Seat Class

Competitors may only compete in the class from which they qualify, with priority for the team of up to two per class determined by the criteria below in order:-

- Current National Champion (applicable only if National Championship has two or more competition days)
- Current European gold, silver and bronze medal holders
- Current World Championship gold, silver and bronze medal holders
- Current National second and third place holders (applicable only if National Championship has two or more competition days)
- Next most recent National first, second and third place finishers (applicable only if National Championship has two or more competition days)
- Top 6 priority order in most recent World team vote

6.2.4.2 13.5m Class

This class is not currently supported.

6.2.4.3 Pilot Options

All other pilots eligible for entry in more than one class may choose which class they wish to compete in.

In all cases where there is an option, pilots must make their preferences known within two weeks of notification of “eligibility for entry”.

6.2.5 Junior World Championships.

6.2.5.1 Junior Team Squad.

A squad of nominally 8 pilots will be chosen before the 1st March following the previous JWGC by current British Team Coaches with reference to BGA Competition and Awards sub-committee and Team Manager. Pilots may exceptionally be added or removed as found necessary at the discretion of the coaching team.

6.2.5.2 Junior Team selection.

A team of 4 pilots will be chosen by current British Team Coaches with reference to BGA Competition and Awards sub-committee and Team manager no less than 6 months before the event and normally at the end of season prior to event.

Final selection will be based upon:-

- Performance in all competitions including Regional, National and International Championships (minimum requirement is to have flown at least one National Championship other than the Junior Nationals).
- Commitment to team training and development initiatives.
- Commitment to promoting the Junior team within the wider gliding community.
- Commitment to the search for individual or preferably team sponsors.
- Access to a competitive glider that can be shipped to competition site in due time – its instrumentation and condition will additionally be taken into consideration.

6.2.6 Women's World Championships.

Normally up to 4 competitors are selected by the following criteria in order but subject to having fully participated in a UK Nationals within the last two years:-

- Medal winners from the preceding Women's World Championships. (may only be selected for class that medal was achieved)
- Pilots with BGA ranking of 650 or higher in either the current or the previous year.
- 4th or 5th place in the preceding Women's World Championship. (may only be selected for class that medal was achieved)
- Top 60% (rounded to the nearest place) in an unrestricted European or World Championship in the preceding two years. (may only be selected for class that the place was achieved)

Class position is determined by the priority order with the highest placed medal winner having first choice, then by highest BGA ranking derived from Nationals in class, then by highest BGA ranking derived from Nationals out of class or Regionals through to the pilot with the lowest position in the last Women's Worlds in class.

6.2.7 Commitment Fee

All pilots selected, may, at the discretion of the team manager, be required to pay the BGA a sum equalling the competition entry fee or £1,000 whichever is the least. This fee to be

reimbursed to pilots prior to the event starting. Any pilot subsequently withdrawing without a satisfactory replacement being found or allowed to compete will forfeit their Commitment Fee.

6.2.8 Voting System.

This appears convoluted but minimises the effect of tactical voting. For the result to be accepted, at least 50% of the voting panel must return a valid vote.

6.2.8.1 Valid vote

A Valid Vote is one where all available places on the ballot paper have been completed with different eligible pilot names which do not include that of the voter.

6.2.8.2 Procedure.

Step 1. Delete from all ballot papers the name of anyone who has not submitted a valid vote.

Step 2. Delete any already selected pilot from all ballot papers. Make separate piles of ballot papers for each pilot who now heads the list on any of them.

Step 3. Action the following options as applicable until the required list of pilots is achieved.

Option 1. A pilot heading the list on more than 50% of votes is selected. Go to **Step 2.**

Option 2. With no pilot having an overall majority but there are two clear leaders, the one placed above the other on the majority of ballot papers is selected. Go to **Step 2.**

Option 3. With a tie(s) preventing there being two clear leaders, all ballot papers are re-allocated between the tied pilots in favour of the highest placed on each list. The pilot with the least votes is eliminated. This process is repeated until only one of the tied pilots remains. If this results in a single pilot remaining, he/she is selected, if there are two, repeat the procedure to select one. Go to **Step 2.**

Tie-breaking. If **Option 2** produces a tie or **Option 3** fails to resolve one, then the pilot placed higher on the current BGA Rating List predominates.

7 APPENDICES

7.1 LIST OF APPROVED PENALTIES

Type of offence	First offence	Repeat Offence on subsequent day	Repeat offence on further subsequent day
Wrong, late or missing information			
Notification of start time > 30 minutes after start	Warning	10 points	25 points
Declared start time differs from real time >2 minutes	Warning	10 points	25 points
Changing FR without advising the Organisers	10 points	20 points	25 points
FR fix interval set greater than required	Warning	10 points	25 points
Late delivery of FR or other documents > 60 minutes	Warning	10 points	25 points
Late delivery of back-up FR or documents >60 minutes from receipt of request	Warning	10 points	25 points
Missing FR evidence – exceeding 60 seconds, where it cannot be reasonably established that airspace was not infringed or engine not operated	Out-landed at that point	Out-landed at that point	Out-landed at that point
Incorrect start and rounding of TP areas			
Cloud flying prior to start	100 points	Day Disqualification – minimum 500 pts.*	Disqualification*
Starting from within Horizontal Penalty Area	50 points	50 points	50 points
Starting from within Vertical Penalty Volume	4 points/10ft or part	4points/10ft or part	4 points/10ft or part
Exceeding maximum start height in the 2 minutes prior to Starting	1 point /10ft. or part, above start height	1 point /10ft. or part, above start height	1 point /10ft. or part, above start height
Controlled only within a Turnpoint Penalty Area	50 points	50 points	50 points
Dangerous or hazardous flying			
Cloud flying – incorrect radio protocol	Warning	100 points	Day Disqualification - minimum 500 pts.*
Cloud flying – within 10km. of any start zone or base airfield reference point.	100 points	Day Disqualification – minimum 500 pts.*	Disqualification*
Flying outside glider's C of A limits	100 points	Day Disqualification – minimum 500 pts.*	Disqualification*

Type of offence	First offence	Repeat Offence on subsequent day	Repeat offence on further subsequent day
Single or multiple penetrations of prohibited airspace simultaneously greater than 200m.horizontally and 100' vertically.	500 points	Day Disqualification – minimum 500 pts.*	Disqualification*
Single or multiple penetrations of prohibited airspace NOT simultaneously greater than 200m.horizontally and 100' vertically.	50 points multiplied by the number of days on which this penalty has been applied. IE 50 on day 1, 100 on day 2, 150 on day 3, and so on.		
Finish and subsequent flying– incorrect landing pattern.	Warning	100 points	Day Disqualification – minimum 500 pts.
Finish and approach to finish – hazardous or prohibited manoeuvre including :- 1) flight below 30' AGL outside the declared airfield perimeter other than an emergency straight-in approach where it is not possible to maintain safe airspeed to maintain the minimum ground clearance or in the event of an out-landing. FR evidence from 500' above airfield elevation will be used to verify any deliberate planning of energy management that leads to flight below the minimum limit. Such proven cases will not be exempt from penalty. 2) any approach that does not describe a descending flight path other than to convert from a straight in approach to a go around or for reasons of flight safety. 3) Flight below 30' inside the airfield perimeter except when on landing approach	100 points	Day Disqualification – minimum 500 pts.*	Disqualification*
Hazardous/dangerous flying recommended by PSC for penalty, if not covered by other penalty	100 points	Day Disqualification- Minimum 500 points*	Disqualification*
Cheating or falsifying documents			
Falsifying electronic files or paper documents	Disqualification		
Attempt to obtain help for finding lift from non-competing glider or aircraft	Day Disqualification – minimum 500 pts.	Disqualification*	

Type of offence	First offence	Repeat Offence on subsequent day	Repeat offence on further subsequent day
Use of any non-approved radio frequency for communication of any sort whilst airborne except those expressly permitted in these Rules, or in emergency	250 points	Day Disqualification – Minimum 500points*	Disqualification*
Prohibited content voice or data transmission or wilful reception	250 points	Day Disqualification – Minimum 500points*	Disqualification*
Other violations			
Glider all up weight in excess of class and/or C of A limit	Weight over limit in Kg x 2 points	Weight over limit in Kg. x 2 points x no. of occurrences	Weight over limit in Kg. x 2 points x no. of occurrences
Positive doping control	see FAI policy	see FAI policy	see FAI policy
Excess wing span when measured with wings supported to match unloaded shape with 0.3cm. allowance. The excess is rounded to the nearest cm.	1 point per cm.	1 point per cm.	1 point per cm.
Self-sustainer engine test running >30 seconds clean running	1point per second	1 point per second	1 point per second
Exceeding Declaration Weight in Club Class	2 points per 2kg or part thereof times the number of days flown including the one to be flown that day		
Failure to comply with specific single procedure not covered elsewhere.	25 points	100 points	Day Disqualification – minimum 500 pts.*
Crossing Finish Ring below specified minimum altitude	1 point /3ft subject to limit of pilot's speed points	1 point / 3ft subject to limit of pilot's speed points	1 point / 3ft subject to limit of pilot's speed points

* **"Day Disqualification"** means the loss of all day points, with a minimum penalty of 500 points. If the competitor has scored fewer than 500 points, an additional penalty equal to the difference shall be applied.

* **"Disqualification"** means the loss of all points awarded to date in the contest by the application of an equivalent penalty on the day, followed by compulsory withdrawal with effect from the following day.

7.2 SCORING PARAMETERS & FORMULAE.

The following table lists and explains the key parameters and formulae used in calculating the scores; Table 7.2.1 explains the calculation of the Qualifying Distance and 7.2.2 lists the contest dependant variables used in scoring. The following table not only defines each variable used in scoring, but also follows the scoring process flow.

Distance Handicapped Tasks will use the same rules and formulae as Fixed Course Tasks, but the effects of all speed indices and wind adjustment will be ignored. This is done by the UK scoring script using the appropriate option.

Parameter		Description
W	Contest Wind	<p>W = Wind strength in knots divided by contest wind division factor from table 7.2.2</p> <p>If result exceeds 30 then W = 30. See Rule 5.23.5</p>
H	Glider Speed Index (Handicap)	See Rule 5.23.3
Hi	Leg Handicap Increment	<p>For each leg:-</p> $Hi = 100 * (\sqrt{(1 - (W \div 46)^2 \sin^2 \theta)} - (1 + (W \div 46) \cos \theta))$ <p>Where 'θ' is the non-reflex relative angle between the track and the direction the wind is coming from.</p>
HI	Leg Wind Adjusted Speed Index	<p>For each leg:-</p> $HI = H + Hi$ <p>If result < 25, then HI = 25</p> <p>For each the leg, the actual distance is adjusted by multiplying by 100 and dividing by HI</p>
Dm	Marking Distance	<p>The total handicapped distance flown by a glider.</p> <p>The sum of $((\text{Actual distance flown along each leg} * 100) \div HI)$.</p>
Dmax	Greatest Marking Distance	Greatest marking distance flown by any glider
Dw	Winner's Marking Distance	For Fixed Course Tasks only. The fastest finisher's marking distance or, if no finishers, the greatest marking distance flown by any glider.

Parameter		Description
Tg	Time taken to complete course	Glider's Finish time minus Start time in hours
Tm	AAT Minimum Task Time	In hours
Y	Qualifying Distance	<p>For Fixed Course Y is an appropriate percentage of either the un-handicapped task length or windicapped task length depending on contest type, as shown in table 7.2.1</p> <p>For AATs, Y is calculated by multiplying the Minimum Task Time in hours by a contest dependent factor as shown in table 7.2.1</p> <p>Minimum and maximum values for Y are also listed in table 7.2.1</p>
Sh	Finisher's speed	<p>For Fixed Course tasks, a finisher's speed is produced by dividing the Marking Distance, Dm, by the time taken to complete the course Tg.</p> <p>For AATs a finisher's speed is produced by dividing the Marking Distance, Dm, by the greater of</p> <p style="text-align: center;">(a) the time taken to complete the course Tg (b) the Minimum Task Time Tm.</p>
Vh	Fastest Finisher's speed	<p>The greatest speed of all finishers.</p> <p>N.B. In AATs the fastest finisher is not necessarily the winner.</p>
N	Number of Participating Gliders	The number of gliders not withdrawn from the contest at the start of launching.
NI	Number of Gliders launched	The number of participating gliders accepting at least one launch.
Ny	Number Past Y	The number of participating gliders for which Dm is greater than or equal to Y
Nv	Number exceeding $\frac{2}{3}^{rds}$ Vh	<p>The number of participating gliders that finish with a speed exceeding $\frac{2}{3}^{rds}$ fastest finisher's speed. i.e. for which Sh > 0.6667 * Vh</p>

Parameter	Description
Ff Day Factor	<p>The Day Factor Ff is calculated by dividing the number of gliders exceeding Y by the number of participating gliders and multiplying by 1.25, thus if 80% or more of the gliders pass Y, Ff will be 1.</p> <p>Ff = 1.25 * (Ny ÷ N) If result greater than 1, then Ff = 1</p>
D Devaluation Distance	<p>For Fixed course, D = Dw For AATs, D = Dmax</p>
Da Devaluation Distance Adjustment	Da = 250 for Nationals, 0 for Regionals and Junior Nationals (see table 7.2.2)
T Devaluation Time (for tasks with a finisher)	<p>For Fixed course, T = winner's Tg For AATs, T = Tm</p>
Ta Devaluation Time Adjustment	Ta = 200 for Nationals, 0 for Regionals and Junior Nationals(see table 7.2.2)
F Day Points	<p>F is the minimum value from</p> <ul style="list-style-type: none"> a) $Ff * 1000$ b) $Ff * ((5 * D) - Da)$ c) $Ff * ((400 * T) - Ta)$ (for tasks with a finisher) d) 0 if task distance is less than contest minimum task length (see table 7.2.2)
Fv Day Speed Points	<p>The proportion of Day Points awarded for speed depends on the proportion of gliders that complete the course in excess of 2/3rds of the fastest finisher's speed, to the number of gliders launched.</p> <p>It falls linearly from 66.67%, when all gliders complete at sufficient speed, to zero with no finishers.</p> <p>Fv = 0.6667 * F * (Nv ÷ NI)</p>
Fd Day Distance Points	Fd = F – Fv

Parameter	Description
Ps Glider Speed Points	<p>The speed points gained are proportional to the amount by which a finisher's speed exceeds 2/3^{rds} of the fastest speed.</p> $Ps = 3 * Fv * ((Sh \div Vh) - 0.6667)$ <p>If the result is less than zero then Ps = 0</p>
Pd Glider Distance Points	<p>For Fixed Course and Distance Handicapped Tasks:</p> <p>All finishers receive the same distance points as the winner so in this case:</p> $Pd = Fd$ <p>Non-finishers receive the Day Distance Points multiplied by the ratio of their marking distance to the greatest marking distance:</p> $Pd = Fd * (Dm \div Dmax)$ <p>For AATs</p> <p>Finishers exceeding 2/3^{rds} of the greatest marking distance receive the same distance points as the winner so in this case:</p> $Pd = Fd$ <p>The remainder receive the Day Distance Points multiplied by the ratio of their marking distance to 2/3^{rds} of the greatest marking distance:</p> $Pd = Fd * Dm \div (Dmax * 0.6667)$ <p>For non-finishers</p> $Pd = Fd * (Dm \div Dmax)$
P Glider Points	<p>P = Ps + Pd (sum is rounded to nearest integer, 0.5 rounded up)</p>

7.2.1 Qualifying Distance

	Fixed Course and Distance Handicapped Y = %age of task length	AAT Y = Time in hrs multiplied by	Minimum Y (km)	Maximum Y (km)
Open Nationals	50% Wind adjusted	40	100	200
18m and 15m and 20m Multi-Seat Nationals	50% Wind adjusted	36	90	180
Standard and Club Nationals	50% Wind adjusted	32	80	160
Junior Nationals and Regionals	40% Un-handicapped	30	60	120

7.2.2 Contest Dependent Variables

	Task Minima		Contest Wind Division Factor	Devaluation Adjustment	
	Fixed Course Task Length (km)	AAT Designated Task Time (hrs)		Distance Da =	Time Ta =
Open Nationals	150	2.0	1.18	250	200
18m Nationals	150	2.0	1.10	250	200
15m and 20m Multi- Seat Nationals	150	2.0	1.04	250	200
Standard Nationals	150	2.0	1.00	250	200
Club Nationals	120	2.0	1.00	250	200
Junior Nationals and Regionals	80 NB For DHTs, this applies to the Handicapped Task Distance IE the distance a glider of Handicap 100 would fly to complete the task	2.0	1.00	0	0

7.3 GLIDER SPEED INDICES

AC-4A	83	DG100/101 (fixed)	88
AC-4B	83	DG200	97
AC-4C	85	DG202 (15m)	97
Acro Twin 2	85	DG202 (17m)	101
Acro Twin 3	89	DG300 club (retractable)	95
Antares (18m)	111	DG300	96
Antares (20m)	114	DG300 (w)	96.5
Arcus	107	DG303	97
ASG29 (15m)	104	DG400 (15m)	97
ASG29 (18m)	111	DG400 (17m)	101
ASH30	118	DG500/505 trainer (fixed gear)	90
ASG32	107	DG500/505 trainer (retractable)	92
ASH25	114	DG500/505 Orion (20m)	98
ASH25 (25.6m)	115	DG500/505 (20m) flapped	100
ASH25 (26m)	115	DG500/505 (22m)	104
ASH25EB28	117	DG600 (17m)	105
ASH26	110	DG600 (15m)	99
ASH31 (18m)	111	DG600 (15m-w)	99.5
ASH31 (21m)	115	DG600 (18m)	107
ASK13	67	DG800 (18m)	110
ASK14	72	DG800 (15m)	103
ASK16	60	DG800 (15m-w)	103.5
ASK18	81	DG1000 (20m)	102
ASK21	85	DG1000 (18)	96
ASK23	85	DG1000 (18) (fixed gear)	94
Astir CS	89	Diamant 18	100
Astir Jeans	86	Diamant (16.5m)	89
ASW12	105	Discus	98
ASW15	89	Discus (w)	98.5
ASW17	106	Discus 2	100
ASW19a,b	93	Discus 2 (w) & 2c (15m-w)	100.5
ASW19club	90	Discus 2c (18m)	106
ASW20	98	Duo Discus	101
ASW20b,c	100	Duo Discus (w)	101.5
ASW20bl,cl	103	Duo Discus X (700kg)	101.5
ASW20f	98	Duo DiscusX (750kg)	102
ASW20FL	101	Duo Discus XL	102
ASW20L	101	Eagle	68
ASW22 (24m)	115	Fauvette	74
ASW22b	117	FK3	89
ASW22bl	118	Foka 4	81
ASW24	97	Foka 5	83
ASW24 (w)	97.5	Glasflugel 304	99
ASW27a,b	104	Glasflugel 604	107
ASW28	100	Grob 102	85
ASW28-18 (15m)	100	Grob 109b	70
ASW28-18 (18m)	106	Grunau Baby	55
Bergfalke 4	69	Hornet	90
Bergfalke	65	HpH304S	110
BG135	74	HpH304TS	107
Blanik	65	Iris	80
Bocian	65	IS28b	80
Calif A21	100	IS29d	83
Capstan	62	IS32	101
Cirrus (17.7m)	94	Jantar 1	105
Cirrus (18.8m)	96	Jantar 2	106
Club Libelle	86	Janus a,b	96
Cobra 15	85	Janus c (fixed gear)	98
Dart 15	76	Janus c (retractable)	100
Dart 17r	83	Jaskolka	69
DG300 club (fixed)	93	JS1a,b	111
DG100/101	90	JS1c (18m)	111
		JS1c (21m)	116
		JP15-36a	87
		JS3 (15m)	104
		JS3 (18m)	111.5
		K-2	64

K-6cr	76	Salto (15.5m-w)	87
K-6e	81	SB 5e (16.5m)	83
K-7	64	SD 3/15	81
K-8	69	SF 26	76
Kestrel 19	102	SF 27a	82
Kestrel 20	104	SF 27b	83
Kestrel 22	107	SFH 34	85
Kite 2a	60	SHK-1	89
Kranich	58	Sie3	81
Lak12	105	Silene	88
Lak17a (15m)	103	Silent 2 Electro/Targa	94
Lak17a (15m-w)	103.5	Sky	72
Lak17a (18m)	109	Skylark 2	67
Lak17b (15m)	104	Skylark 3	77
Lak17b (18m)	110	Skylark 4	78
Lak 19 (15m)	99.5	Speed Astir	96
Lak 19 (15m-w)	100	Sport Vega	89
Lak 19 (18m)	106	Std Jantar	92
Libelle 301	96	Std. Cirrus	90
LS1 (0,c,d)	88	Std. Cirrus (16m)	92
LS1-0 (fixed)	85	Std. Libelle	89
LS1f	91	Stemme S10	104
LS3 (15m)	98	Super Blanik	72
LS3 (17m)	102	Superfalke	64
LS4	96	Swallow	62
LS6 (15m)	101	SZD 59	92
LS6 (15m-w)	101.5	SZD 30 Pirat	78
LS6c (17.5m)	106	SZD 50 Puchacz	80
LS6c (18m)	107	SZD 51 Junior	83
LS7	97	SZD 55	98
LS7 (w)	97.5	SZD 56	103
LS8 (15m)	100	SZD-54-2 Perkoz (20m)	93
LS8-18 (18m)	106	SZD-54-2 Perkoz (17.5m)	87
LS-10	110	T21	50
L-Spatz	72	T53	69
ME7	83	Tandem Falke	60
M 100S	72	Torva	83
M 200	74	Twin Astir	87
Marianne	91	Vega (17m)	101
Meise	62	Vega (15m)	97
Minimoa	70	Ventus a,b (16.6m)	104
Mini Nimbus	98	Ventus a,b,c (15m)	101
Mistral c (fixed)	88	Ventus c (17.6m)	106
Mosquito a,b	98	Ventus 2a,b,ax	104
Moswey 3	69	Ventus 2c,cx,cxa (15m)	104
Moswey 4	72	Ventus 2c,cx (18m)	110
Nimbus 3 (25.5m)	116	Ventus 2cxa (18m)	111
Nimbus 2,b,c	106	Ventus 3 (15m)	104
Nimbus 2cs (23.5m)	111	Ventus3 (18m)	111.5
Nimbus 3 (24.5m)	115	Viking	85
Nimbus 3d	114	Weihe	67
Nimbus 3d (25.5m)	115	WA22	72
Nimbus 4	118	WA28	86
Nimbus 4d	116	Zugvogel 3b	83
Oly 403	76		
Oly 463	76		
Olympia 2	62		
Olympia 419	78		
Pegasus Club (fixed gear)	92		
Pegasus	95		
Phoebus 17	93		
Pik20	96		
Pilatus B4 (fixed gear)	80		
Pilatus B4 (retractable)	82		
Prefect	56		
PW 5	81		
Rhoensperber	57		

118	ASW22bl, Nimbus 4, ASH30	95	Pegasus, DG 300 Club (retractable)
117	ASW22b, ASH25EB28	94	Cirrus (17.7m), DG 1000 (18m, fixed), Silent 2 Electro/Targa
116	Nimbus 3 (25.5m), Nimbus 4d JS1c (21m)	93	ASW19 a,b, DG 300 Club (fixed), Phoebus 17, SZD-54-2 Perkoz (20m)
115	ASH25 (25.6m), ASH25 (26m), Nimbus 3, (24.5m), ASW22 (24m), Nimbus 3d (25.5m), ASH31 (21m)	92	Std Jantar, Pegasus Club (fixed), SZD 59, Std. Cirrus (16m), DG 500/505 trainer (retractable)
114	ASH25, Nimbus 3d Antares(20m)	91	LS1f, Marianne
111.5	JS3 (18m), Ventus 3 (18m)	90	DG 100/101, Std. Cirrus, Hornet, ASW19 club, DG 500/505 trainer (fixed)
111	Nimbus2cs (23.5m), ASG29 (18m), JS1a,b,c(18m), Antares (18m), Ventus2cxa(18m), ASH31(18m)	89	ASW15, Std. Libelle, SHK-1, Astir CS, Acro Twin 3, Diamant (16.5m), FK3, Sport Vega,
110	ASH26 Ventus2c, cx (18m), Lak 17b (18m), DG 800 (18m), HPH304S, LS-10	88	LS1 (0,c,d), Silene, Mistral c(fixed), DG100/101 (fixed)
109	Lak 17a (18m)	87	JP15-36a, Twin Astir, Salto (15.5m-w), SZD-54-2 Perkoz (17.5m)
107	LS 6c (18m), DG 600 (18m), Glasflugel 604, Kestrel 22, Arcus, ASG32,HpH304TS	86	Astir Jeans, Club Libelle, WA28
106	Nimbus 2, b, c, ASW17, LS8-18 (18m), LS 6c (17.5m), Ventus c (17.6m), Jantar 2, Lak 19 (18m), ASW28-18 (18m), Discus 2c (18m)	85	Acro Twin 2, ASK 21, ASK 23, Cobra 15, SFH 34, Viking, AC-4C, Grob 102, LS 1-0(fixed)
105	DG 600 (17m), Jantar 1, Kestrel 20, ASW12, Lak 12	83	Dart 17r, Foka 5, IS29d, SB 5e(16.5m), Torva, Zugvogel 3b, SZD 51 Junior, SF 27b, AC-4A,AC-4B, ME7
104	ASW27a,b, ASG29 (15m), Ventus2 a,b,ax, Ventus2c,cx, cxa (15m), Lak 17b (15m), Ventus a, b (16.6m), Kestrel 20, DG 500/505 (22m), Stemme S10, JS3(15m), Ventus 3 (15m)	82	SF 27a, Pilatus B4 (retractable)
103.5	DG 800(15m-w), Lak 17a(15m-w)	81	Foka 4, K-6e, SD3/15, Sie3, PW5, ASK18
103	SZD 56, DG 800 (15m), Lak 17a (15m), , ASW20bl,cl	80	Pilatus B4 (fixed), Iris, IS28b, SZD50 Puchacz
102	Duo Discus X (750kg),, Duo Discus XL, LS 3 (17m), Kestrel 19, DG1000 (20m)	78	SZD 30 Pirat, Skylark 4, Olympia 419
101.5	Duo Discus (w), Duo Discus X (700kg), LS 6(15m-w)	77	Skylark 3
101	Duo Discus ,LS 6 (15m), Ventus a,b,c (15m), IS 32, ASW20L, ASW20FL, Vega L (17m), DG 400 (17m), DG 202 (17m),	76	K-6cr, Dart 15, Oly 403, Oly 463, SF26
100.5	Discus 2(w) & 2c (15m-w)	74	BG135, Fauvette, M200
100	Discus 2, Discus 2c (15m), LS 8 (15m), ASW28, ASW28-18 (15m), ASW20b, c, Lak 19 (15m-w), DG 500/505 (20m) (flapped), Calif A21, Diamant 18, Janus, c (retractable)	72	ASK14, L-Spatz, M100S, Moswey 4, Super Blanik, WA22, Sky
99.5	DG 600 (15m-w),Lak 19 (15m)	70	Grob 109b, Minimoa
99	Glasflugel 304, DG 600 (15m)	69	Bergfalke 4, Jaskolka, Ka8, Moswey 3, T53
98.5	Discus (w)	68	Eagle
98	Discus , SZD 55, Mosquito a,b, ASW20, ASW20f, Mini Nimbus, LS 3 (15m), Kestrel (17m), Janus c, (fixed), DG 500/505, Orion (20m)	67	ASK13, Skylark, 2, Weihe
97.5	ASW24 (w), LS7 (w)	65	Bergfalke, Blanik, Bocian, Mucha Std.
97	DG 200, DG 202 (15m), Vega (15m), DG 400 (15m), ASW24, LS 7, DG303	64	Superfalke, K-2, K-7
96.5	DG300(w)	62	Capstan, Meise, Olympia 2, Swallow
96	LS 4, DG 300, Libelle 301, Pik 20, Speed Astir, Cirrus (18.8m), Janus a,b, DG 1000 (18m),	60	ASK16, Kite 2a, RF-5b, Tandem Falke
		58	Kranich, Mu13
		57	Rhoensperber
		56	Prefect
		55	Grunau Baby
		50	T21
		46	Falke

7.4 HEIGHT VERIFICATION PROCEDURE

For checking for vertical infringement in airspace designated by flight level (eg. FL45), all logged heights will be referenced in any case to FL0. If an airspace infringement is indicated then the pilot must submit a valid calibration chart within the protest period to avoid an additional penalty in accordance with 5.5.7 as failure to provide a calibration chart will result in the assumption that the calibrated height puts any logged points 100 feet vertically further into the airspace than indicated with any airspace penalties varied accordingly. Any adjustment required by reference to the calibration chart is deduced by identifying the difference in error between calibrated chart reading at the 1013.25 HPa pressure altitude or that at the ambient test pressure altitude with that closest to height of infringement. In any case, the calibration will be used to reduce, eliminate or increase the airspace penalty as appropriate. Where a chart shows a calibration at a particular test altitude more than once, the most advantageous calibration favouring the pilot should be used in all cases.

For checking for vertical infringement in airspace designated by flight altitude above sea level (eg. 3500ALT), any verification software will correct all logged readings by the offset of documented airfield altitude from logged take-off height. If an airspace infringement is indicated then the pilot must submit a valid calibration chart within the protest period to avoid an additional penalty in accordance with 5.5.7 as failure to provide a calibration chart will result in the assumption that the calibrated height puts any logged points 100 feet vertically further into the airspace than indicated with any airspace penalties varied accordingly. Any adjustment required by reference to the calibration chart is deduced by identifying the difference in error between calibrated chart reading closest to airfield height compared to that closest to height of infringement. In any case, the calibration will be used to reduce, eliminate or increase the airspace penalty as appropriate. Where a chart shows a calibration at a particular test altitude more than once, the most advantageous calibration favouring the pilot should be used in all cases.

For checking for vertical infringement of start height above airfield elevation (eg. 4000ft QFE) or during the pre-start interval, or infringement of minimum finish height, any verification software will correct all logged readings by the offset of documented airfield altitude from logged take-off height. If an infringement is indicated then the pilot may submit a valid calibration chart within the protest period. Any adjustment required by reference to the calibration chart is deduced by identifying the difference in error between calibrated chart reading closest to airfield height compared to that closest to height of infringement. In any case, the calibration will be used to reduce, eliminate or increase the airspace penalty as appropriate. Where a chart shows a calibration at a particular test altitude more than once, the most advantageous calibration favouring the pilot should be used in all cases.