



*Fédération
Aéronautique
Internationale*



RULES FOR THE FAI WORLD AIR GAMES GLIDER RACING EVENT

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*Avenue Mon-Repos 24
CH-1005 Lausanne
(Switzerland)
Tél.: +41(0) 21/345.10.70
Fax: +41(0) 21/345.10.77
E-mail: sec@fai.org
Web: www.fai.org*

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PART 1 GENERAL

1.0 DEFINITIONS:

- a. The World Air Games Glider Racing Event shall be run according to modified rules for Sailplane Grand Prix.
- b. In this document, wherever the word he, his or him is used, it should be taken as he/she, his/hers or him/her.

1.1 OBJECTIVES OF THE WAG GLIDER RACING EVENTS

The objectives of the WAG Glider Racing Events are:

- a. To determine "World Air Games Champions" in the gliding discipline of the World Air Games "
- b. To create a sense of cohesion between different air sport disciplines and create camaraderie among the world's top air sport athletes.
- c. To showcase air sports to the general public and promote public participation in air sport by attracting new participants to air sport disciplines.
- d. To generate revenue for the World Air Games Organisers and the FAI.
- e. To promote FAI events to other sports organisations and create an attractive platform for TV, media and other external stakeholders.

1.2 GENERAL REQUIREMENTS

- 1.2.1 The WAG Glider Racing Event shall be controlled in accordance with the FAI Sporting Code General Section and Section 3 (Gliders & Motorgliders), with the General Rules of the World Air Games and specifically with this document.
- 1.2.2 The total period of the competition shall not exceed 7 days. During the first 6 days of the World Air Games pilots will fly on 4 days fixed by the Organisers before the beginning of the competition. The 6 pilots having the highest total score obtained by adding the pilot's place score for each flying day will qualify for the final which will take place on the last day of the WAG.
- 1.2.3 Previous place scores will not count for the final. The Winner shall be the pilot who places first on the last day. If the last day is not a valid day the winner shall be the pilot having the highest total score obtained after the qualification round. The Winner shall be awarded the title of "FAI World Air Games Champion in Glider Racing".
- 1.2.4 The official language of the WAG Glider Racing Event shall be the English language; this shall include all regulations and information circulated to the competitors, any public announcements during the event, and briefing.

1.3 CLASSES

The WAG Glider Racing Event will be run in an FAI recognized class defined by the IGC. All eligible sailplanes will be permitted to participate; including motorised gliders provided they have fully functioning MoP recorders and provided they are launched by aero tow.

Part 2. WAG GLIDER RACING EVENT OFFICIALS

According to the General Rules of the World Air Games, the Local Organising Committee (LOC) is responsible for the overall control and management of the World Air Games. Officials and competitors must comply with any requirements established by the LOC.

The following officials are responsible for the operational management of the WAG Glider Racing Event:

2.1 FAI COORDINATOR

Appointed by the FAI, the FAI Coordinator shall:

- a. Advise the LOC on behalf of the FAI on all technical, organisational and administrative aspects of the Event.
- b. Coordinate between the LOC and the FAI during all phases of preparation and conducting of the Event.
- c. Monitor the preparation and conduct of the Event in accordance with the Organiser Agreement and the Event Program.
- d. Upon termination of the Event, cooperate with the LOC to draw up the final report, conduct a complete evaluation of the Event and provide FAI with recommendations for future World Air Games.

2.2 GLIDER RACING EVENT DIRECTOR

- a. The LOC shall propose an Event Director for the gliding event. In addition to any such Officials required by the rules of the FAI Air Sport Commissions concerned, the LOC may propose a Deputy Event Director. All proposed Officials must be approved by the IGC, such approval not to be unreasonably withheld.
- b. The Glider Racing Event Director shall be responsible for the proper and safe conduct of the WAG Glider Racing Event.
- c. Event Directors and Stewards shall carry out their duties in accordance with the FAI Sporting Code General Section, Chapter 4, paragraphs 4.3.4.1 and 4.3.4.2.

2.3 IGC LIAISON OFFICER

- a. The IGC shall appoint a Liaison Officer for the WAG Glider Racing Event.
- b. The IGC Liaison Officer shall assist and advise the FAI Coordinator and the Glider Racing Event Director when specific technical or organisational know-how is required during any phase of preparing and conducting the Glider Racing Event. At FAI's or LOC's request and with the approval of the IGC, the Liaison Officer may propose FAI Expert(s) to provide support to the LOC. The FAI Coordinator will then make appropriate arrangements.
- c. The FAI Coordinator has the overall responsibility for coordination between the LOC, Event Directors and ASC Liaison Officers during all phases of preparing and conducting the Event.

2.4 IGC REFEREE

The IGC shall appoint a referee (one man jury)

- a. The Referee shall be responsible for the WAG Glider Racing Event being run according to the rules, for checking all scores and for adjudication of any complaints or protests during the WAG Glider Racing Event.

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

PART 3 PILOTS

According to the General Rules of the World Air Games, the entry requirements for the pilots are the following:

3.1 INVITATIONS

- a. Pilots invited to participate in the FAI World Air Games will be selected by the IGC on the basis of International Ranking Lists and/or previous championship results, and will represent the very best glider pilots while offering a distribution of as many participating countries as possible, including at least one representative of the host nation.
- b. The respective FAI Active or Associate Members in good standing with FAI will be required to approve each athlete invited to participate in the FAI World Air Games.
- c. All athletes must present at registration the documentation required by the discipline in which they wish to compete, including a valid FAI Sporting License. Athletes whose documents are not accepted by the close of registration will not be permitted to compete. In such cases no financial compensation will be granted.
- d. FAI Members may present registration documentation for each invited athlete during the 6 weeks prior to the start of the World Air Games.

3.2 ENTRY QUALIFICATION To be allowed to participate in the WAG Glider Racing Event a pilot must:

- a. Have flown at least 250 hours as a pilot in command, of which at least 100 hours must be in sailplanes;
- b. Hold a Pilot License or equivalent document issued or recognized by the authorities of the host nation;
- c. Hold a current FAI sporting licence;
- d. Fulfill additional criteria for participation, which may be set by the LOC in order to comply with legal requirements in the host country.

3.3 REGISTRATION

- 3.3.1 On arrival at the contest site, all pilots shall report to the Glider Racing Event's Registration Office to have their documents checked and to receive any supplementary information.
- 3.3.2 After the close of registration, no change of sailplane or pilots shall be permitted. Pilots whose documents have not been checked or do not meet all the requirements shall not be permitted to fly until the requirements are met.

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3.3.3 The Organisers of the Glider Racing Event, if appropriate, shall require the following documents and translations:

- a. Documentary proof of insurance or medical insurance cards.
- b. For the pilot:
 - (i) Proof of nationality or certificate of residence (FAI General Section 3.7) ,
 - (ii) Valid Pilot Licence or equivalent document and proof of qualification regarding hours and badges.
 - (iii) FAI Sporting Licence valid for the year of the event.
- c. For the sailplane:
 - (i) Valid Certificate of Airworthiness or Permit to Fly.
 - (ii) Third party insurance certificate for the sailplane.

3.4 INSURANCE

3.4.1 The sailplane must be covered for third party liability to an amount specified by the Organisers of the Glider Racing Event.

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

PART 4 TECHNICAL REQUIREMENTS

4.1 SAILPLANES AND EQUIPMENT

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

- a. The airworthiness, safety and safe operation of competing sailplanes and any associated equipment and vehicles, as appropriate, shall be the responsibility of the competitors at all times.
- b. Each occupant of a competing sailplane shall use seat belt and shoulder harness and wear a serviceable parachute on each Glider Racing flight.

4.1.2 Each competing sailplane must have a valid Certificate of Airworthiness or Permit to Fly not excluding competition flying and shall be flown within the limitations of this Certificate of Airworthiness or Permit to Fly.

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

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

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

4.2 AIRCRAFT MAXIMUM MASS LIMIT The maximum take-off mass shall normally be the limitation set for the class in the current edition of Annex A to the Sporting Code Section 3, 'Rules for World and Continental Soaring Championships'. However, instead of setting a maximum take off mass, the Organisers of the Glider Racing Event may set a maximum wing loading for all gliders. The Glider Racing Event Director may carry out random mass checks at any time the aircraft are on the ground during the WAG Glider Racing Event.

4.3 AIRCRAFT IDENTIFICATION

4.3.1 Contest numbers, as validated by the Glider Racing Event Director, shall be displayed on the sailplane, trailer and crew car and shall be positioned on the sailplane:

- a. On the underside of the right wing, approximately 2.5 m from the centreline of the sailplane with the top of the figures or letters towards the wing leading edge. The height of the letters or figures should be not less than 80% of the wing chord.
- b. On both sides of the tail fin and/or rudder. These should be at least 30 cm high.

4.3.2 Contest numbers shall be in a plain block style with a single colour that contrasts strongly with the sailplane's background colour.

4.3.3 The Glider Racing Event Director may require competitors to modify contest numbers that they deem to be similar, confusing or not complying with this paragraph 4.3. Competitors not complying with the requirements of the Organisers of the Glider Racing Event may be denied a launch.

4.3.4 The LOC may require competitors to display transfer logos and advertising banners on their sailplanes.

4.4 TRACKING SYSTEMS The Organisers of the Glider Racing Event will require competitors to carry data recorders, cameras and data transmitters to provide position information and video pictures to be broadcast via the Internet and television mediums. The pilots have to agree to carry this equipment on board. Any interference with these units in order to prevent them from working properly is prohibited and will be penalised

PART 5 GENERAL FLYING PROCEDURES

5.1 GENERAL Cloud flying and unauthorised aerobatics are prohibited. Any manoeuvres hazardous to others shall be avoided and may be penalized and competitors shall avoid dropping water ballast in any manner likely to affect other competing sailplanes.

5.2 BRIEFING A briefing will be held each morning, during the WAG Glider Racing Event flying periods, at which full meteorological and operational information appropriate to the task of the day and the airfield shall be given. This will include units of measurement and times as appropriate.

5.3 EXTERNAL AID TO COMPETITORS The following limitations are imposed so that the WAG Glider Racing Event, as far as possible, be directly between the individual competitors, neither controlled nor helped by external aid.

5.3.1 **Radio Transmitters and Transceivers** Radios are for voice transmissions between team

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members and between them and the Organisers of the Glider Racing Event only. Any other data transmission between competitors, or between them and the ground, is prohibited except as required: (i) by the organisers; or (ii) for safety purpose or; (iii) for anticollision warning,

- a. The Organisers of the Glider Racing Event shall designate a common radio frequency on which all transmissions will be made during the contest. All pilots are required to remain on this frequency. Non compliance may be penalized.

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

5.4 CONTROL PROCEDURES

5.4.1 Flight verification will be made in real time using the tracking system. IGC approved GNSS flight recorders (FR) may be used as back up.

- a. All GNSS FRs approved by the IGC up to two months prior to the Opening Day shall be accepted.
- b. Two GNSS FRs must be used. One is designated to the Organisers of the Glider Racing Event as the primary recorder and the other one as a back-up.
- c. GNSS FRs recording intervals shall be set to 10 sec or less. Non compliance may be penalised.
- d. FRs shall be switched on for at least two minutes before take off to establish an altitude baseline. For motor gliders having an MoP capable of being started in flight (including sustainer MoP) a test run during flight on the first competition day or the last practice day shall be required to prove the ENL of the flight recorder works. The FR must remain switched on following an engine run on the ground.
- e. If both recorders fail and the flight record is interrupted for a period longer than one minute the sailplane shall be considered as having a virtual outlanding at the point of interruption unless satisfactory evidence can be provided that the sailplane did not, during the interruption of the FR record, violate airspace or, in the case of a motor glider, use the MoP.
- f. The Organisers of the Glider Racing Event may analyse both FRs to validate a flight. They shall be informed of any change of equipment including the designation of the primary FR. Non-compliance may be penalised.

5.4.2 Penalties shall be imposed by the Glider Racing Event Director for unauthorised interference with the GNSS equipment, data or internal program.

PART 6 TASKS

6.1 THE WAG GLIDER RACING TASK

- 6.1.1 The Glider Racing Event Director shall set a number of Turn Points in a sequence. The minimum length of a WAG Glider Racing Event Task shall be 100 km.
- 6.1.2 After opening of the Start Line, the competitor shall cross the Start Line and complete the task by passing through these Turn Points, in the sequence designated by the Glider Racing Event Director, and returning to the contest site in the shortest time.

PART 7 GLIDER RACING PROCEDURES

7.1 THE LAUNCH GRID

- a. The grid order shall be drawn by lot before the first flying day.
- b. The grid will be defined in the local procedures.
- c. The grid order shall advance after every valid competition day according to local procedures.
- d. Sailplanes must be on the grid at the time specified by the Organisers of the Glider Racing Event.
- e. Only sailplanes on the grid at the time of the start of the launch shall affect the timing of the Start.

7.2 LAUNCHING

7.2.1 Launching Procedures

- a. The beginning of the launching period will be announced at briefing. The release height and position shall be announced prior to the first take off. *The release altitude should be as close as possible to the start altitude especially in weak conditions.*
- b. If a sailplane or pilot is not ready to be launched due to a fault by the Organisers of the Glider Racing Event, the launch shall not be commenced.
- c. Pilots shall not release until after the tow pilot has rocked the wings of the tow plane. Pull-ups before releasing are prohibited.
- d. Prior to the opening of the Start Line, continuous circling is permitted only to the left.
- e. If a competitor postpones his first launch on his own initiative, or he is not ready when his turn comes up, he shall be launched after the main launch is complete.
- f. If a competitor has to be relaunched because of a failed take-off or a failure of the tow plane resulting in jettisoning or premature release of a sailplane he shall be relaunched immediately provided he reports to the launch point without delay.
- g. If a competitor requires an additional launch for any other reason, he shall be re-launched immediately after the main launch is complete and shall be released in the nominated release area and at the nominated release altitude. However a competitor landing back may also elect to be re-launched after the start line has been opened he may then be released directly in the Start Area at the nominated start altitude (see rule 7.3.2 e). If several competitors require a relaunch they shall be offered a launch in the same order as they landed back.
- h. Once launching has started, the Glider Racing Event Director may suspend towing if it is dangerous to continue.

7.3 STARTING

7.3.1 Definitions

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- a. **Start Line** – a straight line, of 5km length, perpendicular to the track to the first Turn Point.
- b. **Start Area** – the area "behind" the extended Start Line opposite to the first Turn Point.
- c. **Start Altitude** – the maximum altitude at which the start line may be crossed once the start line is open. This altitude shall be set daily by the Glider Racing Event Director as a function of the meteorological conditions. On the flight record the altitude of the start shall be measured by interpolating between the altitude at the last fix before the line and the altitude at the first fix after the line.
- d. **Start Point** – the center of the Start Line. The Start Point should normally coincide with the Goal defined in 7.6.1.b.
- e. **Start Speed** – the maximum ground speed at which the start line may be crossed. This speed is 170 km/H. On the flight record, the ground speed shall be measured by dividing the distance between the last fix before the line crossing and the first fix after the line crossing by the time interval between the two fixes. *(In most analysis software this is the speed given for the first fix after the line, so there is no interpolation to be made by the scorer)*

7.3.2 Starting Procedures

- a. The Glider Racing Event Director shall announce by radio the opening time of the Start Line and the confirmation of the task at any time after the completion of the launch procedure. The start line opening time shall be no less than fifteen minutes after the first announcement.
- b. Once the Start line opening time has been announced, the Glider Racing Event Director shall no longer delay the opening of the Start Line even if pilots fail to stay airborne or to reach the start altitude. They may however cancel the opening of the Start Line if it is dangerous to continue launching or the weather deteriorates so that the task may not reasonably be attempted.
- c. The pilots must be in the Start Area no later than one minute before the Start Line is opened. Non compliance shall be penalised.
- d. Once the Start Line is open the pilots must start by crossing the line below the Start Altitude and within the Start Speed limit. Non compliance shall be penalised.
- e. A competitor receiving a launch after the opening of the start line shall be released directly in the Start Area at the nominated Start Altitude. He does not need to stay behind start line for one minute and may start immediately but must cross the start line below the start altitude and within the speed limits. In this case no time penalty shall apply for not being behind the start line for one minute before the opening of the Start Line.

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7.3.3 **Radio Procedures** The following radio messages will be made by the Glider Racing Event Director:

- a. After the release of the last sailplane: "The Start Line will be opened at y Hour and the maximum start altitude is z m or zz ft " (altitude expressed in QNH) and it will be task ...(A, B or C).
- b. Every five minutes before the start time: "The Start Line will be opened in yy minutes, the maximum start altitude is z m or zz ft". We remind you that in yy-1 minutes you must be behind the start line.
- c. At 3 minutes before the start: "The Start Line will be opened in three minutes, pilots must be behind the Start line in two minute".
- d. At 2 minutes before the start: "The Start Line will be opened in two minutes, pilots must be behind the Start line in one minute".
- e. One minute before the start: "The Start Line will be opened in one minute; pilots must now be behind the start line".
- f. 30 seconds before the start: "The Start Line will be opened in 30 seconds "
- g. 10 seconds before the start: "Start in 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, Go !"

7.3.4 **Validity of Starts** A Start is valid if the GNSS FR shows a valid fix or a straight line between two subsequent FR fixes crossing the Start Line in the direction of the first turn point after the Start Line has been opened.

- a. A pilot who starts before the start line is open will be penalised.
- b. If a pilot misses a start (either by starting too early or by starting above the maximum altitude or above the maximum speed) and turns back in order to take a second start, this second start will not be taken into consideration and the pilot will be penalised for dangerous flying due to the risks of head-on conflict with other gliders.

7.4 TURN POINTS

7.4.1 **Definitions**

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

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

7.4.3 **Validity of Turn Points**

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

applied.

7.5 OUTLANDING

- a. The starting of a motor glider's MoP, except as allowed by 5.4, or a complete failure of both GNSS FRs, is regarded as an outlanding.
- b. When landing out the competitors shall inform the Glider Racing Event Director without delay by giving their position (co-ordinates). Non-compliance shall be penalised.
- c. The Organisers of the Glider Racing Event shall assist competitors and crews in every possible way to locate outlanded sailplanes.

7.6 FINISHING

7.6.1 Definitions

- a. **Remote Finish Line** - a straight line, perpendicular to the last leg, of 1 km length which shall be located close to a (secondary) airfield. A minimum height allowing a safe final glide to the main airport shall be imposed for crossing the line.
- b. **Goal** - the center of the Finish Line.
- c. **Mandatory Reporting Point** - The Glider Racing Event Director may set a final turn point to align the gliders before the finish.
- d. **Airfield Entry Gate** - The Glider Racing Event Director may set an entry gate on (or in the vicinity of) the airfield. They may impose a minimum altitude limit between the last turn point or the Mandatory Reporting Point and the Airfield Entry Gate.
- e. **Finishing Time Slot** - The LOC may set a Finishing Time Slot for the first finisher of 30 minutes which will be announced before the start of the launching. (*Will normally be 17H-17H30*)

7.6.2 Finish Procedures

Competitors shall announce their arrival to the remote Finish Line by radio, according to the local procedures. After crossing the finish line they shall follow the instructions they will receive from the Glider Racing Event Director or from his deputy according to the following procedure:

- a. If the first finisher crosses the Remote Finish Line during the Finishing Time Slot, he shall be instructed to continue his flight to the airfield. All pilots finishing no later than 30 minutes after the first finisher shall be instructed to do the same. All pilots finishing later shall be instructed land on the secondary airfield.
- b. If the first finisher crosses the Remote Finish Line before the opening of the Finishing Time Slot he shall be instructed by the race director to delay his final glide to the airfield until the opening of the Finishing Time Slot. If the first finisher has to hold, all pilots finishing after the first finisher shall be instructed to delay their final glide until after the opening of the finishing time slot or when instructed to proceed. Any pilot not able to land during the 30 minute landing time slot shall be instructed to land on the secondary airfield.

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- c. If the first finisher arrives after the end of the Finishing Time Slot, all gliders shall be instructed to land on the secondary airfield.
- d. Pilots abandoning the task before completing it shall require a clearance before proceeding to a final glide to the main airfield.
- e. Any pilot failing to positively receive confirmation the landing slot is open shall land at the remote airfield. Non compliance shall be penalised
- f. All pilots having landed on the secondary airfield shall call the Glider Racing Event Director. They will also need a clearance for being aerotowed for flying back to the main airfield.

7.7 LANDING

- a. The landing procedures shall be detailed at the briefing.
- b. Hazardous maneuvers when approaching and after crossing of the Finish Line shall be penalised. Having crossed the Finish Line the competitors shall land without delay.

7.8 FLIGHT DOCUMENTATION All flight documentation, including GNSS records, shall be handed in immediately after landing. The Organisers of the Glider Racing Event may also require back-up documentation within 30 minutes.

PART 8 SCORING AND PENALTIES

8.1 DEFINITIONS

- a. **Task Distance** - the distance from the Start Point to the Goal via all Turn Points.
- b. **Start Time** - the time at which the Start Line was opened.
- c. **Finish Time** - the time the sailplane first crosses the Finish Line after completing the task.
- d. **Marking Time** - the time elapsed between the Start Time and the Finish Time for an individual competitor.
- e. **Marking Distance** - the sum of the legs correctly completed by the competitor, commencing from the Start Point, in their proper order and the distance achieved on the next leg attempted but not completed if any. The achieved distance of the uncompleted leg is the length of that leg less the distance between the Outlanding position and the next Turn Point, or Goal in the case of the last leg, with the provision that if the achieved distance of the uncompleted leg is less than zero it shall be taken as zero
- fe. **Valid Day** - a Day shall be counted as a WAG Glider Racing Event Day if:
 - (i) A launch opportunity has been given to each competitor in the class in time for the competitor to carry out the task of the Day in question, and
 - (ii) At least one competitor has completed the task.

8.2 BASIC SCORING

8.2.1 The Daily Basic score of all finishers will be their marking time plus any applicable penalty.

8.2.2 The Daily Basic score of all outlanders shall be their marking distance. Their penalty (expressed in time), if any, will be recorded on the task sheet to keep track of any penalties awarded.

8.3 PLACE SCORING

8.3.1 Each finisher shall receive a Place Score according to his ranking in the daily basic scoring.

8.3.2 The allocation of points per position will be as follows:

- a. The day's fastest pilot will be awarded one point per finishing pilot to a maximum of nine points.
- b. The second fastest pilot receives one point per slower finishing pilot to a maximum of eight points.
- c. The process is repeated down to the ninth slowest finishing pilot or, if there are less than 9 competitors, until all finishing pilots have had their place score allocated.
- d. Outlanders shall receive zero points

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

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

8.4 QUALIFICATION ROUND

The 6 pilots having the highest total score obtained by adding the pilot's place score for each flying day will qualify for the final which will take place on the last day of the WAG.

In case of a tie, i.e. if two or more pilots have the same place score after the last day of the qualification round, the sequence between these pilots shall be decided by the daily results. The best ranked pilot shall be the one who has the most daily wins. If a tie still exists, the best ranked pilot will be the one with the most second placings, and so on.

8.5 FINAL

If the last day of the WAG is a valid competition day, the Winner of the WAG Glider Racing Event shall be the pilot who places first on the last day (i.e. the results of the qualifying round shall not count).

If the last day of the WAG is not a valid day the winner shall be the pilot having the highest total score obtained after the qualification round.

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

8.6.1 Competition Day

Dt = Task Distance
Ts = Start Time

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8.6.2 Competitors

D	=	Competitors Marking Distance
Tf	=	Competitor Finish Time
T	=	Finishers Marking Time = Tf – Ts
Nf	=	Number of finishers
S	=	Score
R	=	Competitor's ranking (according to S)
P	=	Daily Place Score
O	=	Overall Place Score

8.7 **SCORING FORMULA**

8.7.1 **Daily Time Scores** The day is not a valid day if there are no finishers. The scores shall be displayed in hours, minutes and seconds.

For finishers: $S = T$

8.7.2 Daily Place Scores

For the winner of the day: $\text{If } Nf < 9, P = Nf - R + 2$
 $\text{If } Nf \geq 9, P = 10 - R + 1$

For all finishers: $\text{If } Nf < 9, P = Nf - R + 1$
 $\text{If } Nf \geq 9, P = 10 - R$

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

$$P = P + 1$$

8.8 **PENALTIES AND DISQUALIFICATION**

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

8.8.2 All penalties shall be expressed in times and added to the scores after they have been calculated according to section 8.7.

8.8.3 If a pilot has been disqualified he shall be scored as though he had not started.

8.8.4 Offences not covered by this list may be penalised at the WAG Glider Racing Event Director's discretion in accordance with the provisions of the Sporting Code, General Section 5.2.

8.8.5 Penalties shall be listed on the score sheet of the Day on which the penalty was given.

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8.9 LIST OF APPROVED PENALTIES

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

PART 9 COMPLAINTS AND PROTESTS

9.1 COMPLAINTS

- 9.1.1 The purpose of a complaint is to obtain a correction without the need to make a formal protest.
- 9.1.2 At any time during the WAG Glider Racing Event a complaint may be made by a competitor to the WAG Glider Racing Event Director or his nominated Deputy. Such complaint shall be dealt with expeditiously.

9.2 PROTESTS

- 9.2.1 Protests may not be filed against the WAG Glider Racing Event's Rules.
- 9.2.2 When dissatisfied with a penalty or the decision on a complaint made during the WAG Glider Racing Event a competitor has the right of protest to the Referee.
- a. Such a protest shall be made in writing, in English, and shall contain the following elements:
- (i) It shall refer to the decision, against which the protest is lodged,
 - (ii) It shall include reasons for the protest, and
 - (iii) It shall state the remedy sought by the protest.
- b. A Protest, along with the Protest Fee, shall be handed to the WAG Glider Racing Event Director or his nominated Deputy, by the competitor before the briefing of the day after (or within 1 hour on the last day)

9.3 TREATMENT OF PROTESTS

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

PART 10 RESULTS

10.1 RESULTS

10.1.1 Definition of status of results:

- a. Preliminary Results: Performances before any verification;
- b. Unofficial Results: Preliminary results after verification of flight records from all competitors and including penalties;
- c. Final Results: Unofficial results after expiry of the protest time and after all protests have been dealt with.

10.1.2 All Unofficial and Final Results shall be published with minimum delay clearly indicating the status of the result and the time of publication and with the pilots ranked by their performance for the day. Unofficial Results shall include the expiry time for protests and Unofficial Results and Final Results shall be signed by the WAG Glider Racing Event Director or his nominated Deputy.

10.2 VALIDITY OF THE RESULTS

10.2.1 The results of the Qualifying Round and the Final Rule shall be final only after the Referee has confirmed their validity. The final results will be published before the Prizegiving is held.