

**GLIDING NEW ZEALAND (GNZ)**  
Sailplane Racing Committee (SRC)  
COMPETITION RULES – 2020/2021 Season

**INTRODUCTION**

These rules are made by the Sailplane Racing Committee to govern GNZ National and Regional Championships. Rules and handicaps are revised from year to year, with changes coming into effect on 1 November each year.

**CHAMPIONSHIPS**

1. National and Regional Championships shall be held on dates approved by GNZ at its Annual General Meeting (see notes).
2. To ensure consistency and in some cases to preserve tradition, national and regional championships shall be named as follows:

**National:**

National Gliding Championships (Open and Racing classes)

Club Class National Gliding Championships (Club class)

**Regional:**

Northern Region Gliding Championships (Open and Racing classes)

Central Districts Gliding Championships (Open and Racing classes)

South Island Gliding Championships (Open and Racing classes)

**CLASSES AND HANDICAPS**

3. For a class to be constituted there must be a minimum of five (5) competitors launched on the first contest day. At least three scoring days are required for declaring Champions and awarding trophies.
4. **OPEN CLASS**  
For sailplanes with a handicap of 0.96 or greater.  
Sailplanes may be ballasted to their MAUW.  
Handicaps shall apply for scoring (see notes).
5. **RACING CLASS**  
For sailplanes with a handicap of 1.06 or less.  
Sailplanes may be ballasted to their MAUW.  
Handicaps shall apply for scoring (see notes).
6. **CLUB CLASS**  
For sailplanes with a handicap of 0.99 or less.  
Sailplanes are not permitted to carry any ballast that may be jettisoned in flight, nor any fixed ballast in excess of that necessary to maintain the centre of gravity within flight manual limits.  
Handicaps shall apply for scoring (see notes).
7. **HANDICAP REGISTER**

The GNZ. Handicap Register is established by the Sailplane Racing Committee and is based on BGA Handicaps. Motorgliders participating in Club class shall incur a 0.02-point handicap increase. Any pilot wishing to compete in a sailplane that has been aerodynamically modified from standard (other than sealing) shall apply to the SRC at least one month before the contest starts with sufficient information for the SRC to establish an appropriate handicap. Handicaps shall not be changed during the competition.

#### **8. HORS CONCOURS**

The Contest Director may allow a pilot to fly hors concours in any class in a sailplane not conforming to that class. Such pilots shall pay the entry fee, be bound by the rules as a competitor and be scored in the class, but shall not be eligible for any trophy or championship title.

## **ENTRIES**

#### **9. QUALIFICATION**

Entry is open to any pilot who is a qualified and financial member of a gliding organisation affiliated with GNZ. For National Championships all pilots-in-command must have previous competition experience as pilot-in-command at a Regional Championship, A National Contest, a "Novice" Class or similar. For Regional Championships all pilots-in-command without previous competition experience must hold an XCP. Exceptions can be made for a Soaring Pilot that has a written endorsement of their entry by their Chief Flying Instructor.

#### **10. FOREIGN PILOTS**

Foreign pilots are permitted to enter and shall be accorded the same facilities and privileges as New Zealand National entrants. Foreign pilots shall be scored as normal in the appropriate class, but shall not be eligible for any National or Championship title. Foreign pilots shall be defined as any pilot not holding New Zealand Permanent Residency or Citizenship. Foreign pilots shall comply with Section 2-5 of the GNZ Manual of Approved Procedures.

#### **11. MULTIPLE PILOTS**

An entry may include any number of eligible pilots sharing the same sailplane as pilot-in-command. All pilots must meet the qualification criteria. No pilot may be simultaneously entered to fly in more than one sailplane.

#### **12. MULTI-SEAT SAILPLANE**

A pilot shall be allowed to fly a multi-seat sailplane by themselves, with PAX, or as a TEAM with other pilot(s). Champions and trophies will be declared under the entry name which shall be that of either the pilot in command or a team name.

#### **13. VALID ENTRIES**

Each entry shall be made as per the instructions of the Organisers. The Contest Organisers may reject any entry at their sole discretion with a written explanation being provided to the entrant. The Organisers may impose a late-entry fee for any entry made later than a specified period prior to the first contest day.

#### **14. ENTRY AMENDMENTS**

Amendments to entries are not permitted after the first contest launch of the first contest day. However, new entries are permitted at the discretion of the Contest Director at any stage of the contest.

#### **15. INSURANCE**

Each competitor shall be covered by third party insurance covering cross-country and competition flying for not less than \$500,000.00 and current for the duration of the contest.

#### **16. INDEMNITY**

Each competitor by entering thereby waives any right of action against Gliding New Zealand, the Organisers, local Gliding Club, their respective members, employees and personnel for any damages sustained by the competitor as a consequence of any act or omission by the

abovementioned, and for any damages arising from the actions or omissions of the competitor him/herself or his/her crew.

#### **17. COMPETITORS' RISK**

Each competitor shall at all times bear the risk to his or her sailplane and associated equipment in all respects. By entering, the competitor shall be deemed to waive all claims for injury to him or her self or his or her passengers or his or her sailplane or to his or her employees or workers and to indemnify Gliding New Zealand and the Organisers, their employees, and personnel in respect thereof.

#### **18. DOCUMENTATION**

Each competitor shall have the following documents current for the duration of the contest (see notes); Organisers reserve the right to spot-check the validity of documentation:

- a) A Technical Log and Certificate of Release to Service for the entered sailplane or, in the case of a foreign registered sailplane, suitable evidence that the entered sailplane meets the requirements of the State of registration.
- b) An Inspection and Repack certificate for any parachutes to be worn
- c) Proof of registered flying membership of a club or organisation affiliated to GNZ.
- d) Proof of Third Party Indemnity Insurance
- e) Current BFR

## **AIRCRAFT AND EQUIPMENT**

#### **19. SAILPLANE EXCHANGE**

The exchange of one sailplane or major component for another during a contest shall not be permitted unless the original is damaged through no fault of the competitor or the competitor's crew; or unless through circumstances beyond his or her control a competitor is unable to fly his or her nominated sailplane at the start of the contest. Any exchange shall only be made with the approval of the Contest Director.

#### **20. COMPETITION IDENTIFICATION**

The alphanumeric markings on a sailplane's vertical stabiliser shall be used for competition identification. Where no markings exist on the vertical stabiliser, the last two letters of the sailplane's registration shall be used.

#### **21. PARACHUTES**

On every contest flight all competitors shall wear a serviceable parachute that has been inspected and repacked within the preceding twelve months.

#### **22. RADIOS and CELL PHONES**

Each sailplane must carry a serviceable VHF communications radio with frequencies required by the Organisers. Cell phones must also be carried.

#### **23. AIRSPACE**

On all tasks pilots shall have available, and be familiar with, charts either paper or electronic marked to show the type and extent of designated airspace in the vicinity of the contest area. This does not relieve pilots-in-command of their responsibility to comply with CAA airspace regulations at all times.

- a) The Organisers shall publish on a daily basis, together with any special conditions, details of designated and/or special airspaces that are available and/or prohibited to contest pilots during the contest task.
- b) Airspace penalties shall only be applied to infringements of airspace contained in the published airspace scoring file. This does not relieve pilots-in-command of their responsibility to comply with CAA airspace regulations at all times.

#### **24. FLIGHT VERIFICATION EQUIPMENT**

Each sailplane shall be equipped with a barometric altitude recording GNSS FR. Any make of GNSS FR unit may be used but it is the responsibility of the competitor to provide the Organisers with an IGC compatible Flight Log in digital format. GPS altitude data may not be used for scoring purposes.

#### **25. REAL TIME POSITION TRACKING EQUIPMENT**

Competitors must carry and activate equipment to allow position tracking of the aircraft during the contest flight.

Contest Organisers may specify which additional specific equipment is to be carried by competitors. These requirements must be included in any entry form and the requirement acknowledged by the competitors at the time of entry. This equipment may include (but is not limited to)

- a) SPOT Tracker
- b) FLARM
- c) Cell Phone Based Tracking Applications

#### **26. MOTORGLIDERS**

Each competing motorglider (that is, a sailplane with its own mechanical propulsion to launch or sustain flight) shall be equipped with a Means of Propulsion (MoP) recording GNSS Flight Recorder or shall fly with their engine satisfactorily disabled for the duration of the contest.

#### **27. CONTEST DATA**

At least two weeks before the contest begins the Organisers shall publish on the GNZ web site details of all start points, turn points, and finish points and lines that may be used, giving accurate position co-ordinates on the WGS84 datum. The latitude and longitude format shall be expressed in degrees/minutes/decimal minutes.

#### **28. AIRSPACE DATA**

At least two weeks before the contest begins the Organisers shall publish on the GNZ web site an airspace data file that will be used for scoring purposes. The Organisers may update and re-issue this airspace scoring file during the course of the contest.

#### **29. AIRSPACE SCORING**

The airspace scoring file shall be published in Tim Newport-Peace format. Organisers may only publish the airspace scoring file in an alternative data format with permission from the Sailplane Racing Committee.

## **CONDUCT OF COMPETITION**

#### **30. CONTROL**

On the first contest day, including official practice days, the Organisers shall assume control of all gliding activities at the contest site. Such control shall exist until the day following the last official competition day. The Organisers shall make available to all pilots intending to operate at the contest site written briefing notes on operational matters concerning flight safety. No pilot shall operate at the site without having first read such briefing notes.

#### **31. BRIEFINGS**

The Organisers shall hold a briefing each morning, during the officially declared practice and championship flying periods, at which full meteorological and operational information appropriate to the tasks of the day shall be given.

#### **32. TASK OPTIONS**

For each class the Organisers shall set one of the following types of task each day. Task options are:

- a) **RACING TASK:** The competitor flies around one or more turn points (see FAI definition of a turn point) in the correct sequence, as designated by the Organisers, and return to the finish in the shortest time.
- b) **ASSIGNED AREAS TASK (AAT):** The competitor aims to achieve the highest speed, with a designated minimum task duration, passing through assigned areas in the sequence designated by the Organisers and return to the finish.

### 33. TASKING

Daily task information should normally be provided to competitors at the initial morning briefing (usually by way of a Task Sheet). Where infeasible to provide task information at briefing, Organisers must provide task information to competitors at least 10 minutes prior to the commencement of launching or otherwise delay launching.

### 34. AIRBORNE TASKING

Organisers may only announce the daily competition task after the commencement of launching, when all of the following conditions are fulfilled:

- a) Competitors are informed of the possibility of “airborne tasking” at daily briefing.
- b) Organisers must select the official task from a set of previously declared task options. There shall be no more than 3 possible task options (i.e. A, B, C); all task options must share the same start point. In addition to the maximum 3 task options, Organisers may declare innumerable minimum task durations for an Assigned Areas Task option.
- c) All task option information is provided to competitors as per TASKING above. Organisers shall clearly announce the official task on the competition radio frequencies.
- d) The start of a class shall not open less than 10 minutes after the announcement of that class’ official task. If required, opening of the start shall be delayed to accommodate this requirement.

### 35. TASK CANCELLATION

Once the start is opened, a task shall not be cancelled except where extenuating circumstances develop so as to severely compromise competition fairness in the view of the Contest Director. The Contest Directors decision is final and shall not be subject to protest.

### 36. START OPTIONS

The start point is defined as the centre of the start ring, or start line. The Organisers shall select one start procedure for every task:

- a) Start Ring – A circle, formed by a radius around a start point.
- b) Start Line – A straight line of defined length perpendicular to the track to the first turn point or the centre of the first assigned area.

### 37. TURN POINTS / ASSIGNED AREAS

- a) A turn point shall be formed by an observation zone defined by a circle of 0.5 km radius centred on a GNSS position.
- b) An Assigned Area shall be formed by an observation zone defined by a circle of a given radius or a sector of given radii centered on a GNSS position. The radius of the area shall be set for each individual area by the Organisers for each task.

### 38. FINISH OPTIONS

The Organisers shall select one finish procedure for every task from the following options:

- a) Finish Line – A straight line of defined length clearly identifiable on the ground. The finish line shall be so placed that sailplanes can safely land beyond it. A minimum height (AGL) should be imposed for crossing the finish line. (See Notes.)
- b) Finish Ring – A circle of specified radius around the finish point encompassing the airfield and the landing circuits. A minimum altitude (QNH) shall be imposed for crossing the ring. Competitors crossing the finish below the minimum altitude shall be penalised.

### **39. GRIDDING**

For the first contest day the order in which competitors in each Class shall be launched shall be decided by ballot to establish a lateral gridding line for each competitor. The order of the gridding lines will advance on each subsequent contest day by placing the front gridding line of competitors from the previous day at the rear of the Class. Motorgliders shall launch in grid order as established above.

### **40. WEIGHING**

During transit to, or on, the launching grid the Organisers may nominate any sailplane for weighing. In such cases ballast must not be unloaded prior to weighing. If a sailplane is found to be over its maximum weight as prescribed in the Flight Manual, accounting for the pilot(s) and in-flight equipment, excess weight shall be removed (in addition to the weight penalty being applied).

### **41. LAUNCHING**

Pre-task launching, including that of motorgliders, shall be at the discretion of the Contest Director.

- a) All contest launches shall be by aerotow, except motorgliders self launching, to a height and area designated by the Contest Director prior to the first launch of the particular Class. All tow aircraft and motorgliders shall follow a similar route to the drop zone.
- b) If a competitor is not ready for launching at the allotted time, their sailplane shall be positioned to the rear of the Class unless the Contest Director determines this is likely to cause undue delay to the launching of the next class in which case the competitor's sailplane shall be positioned at the rear of the next class on the grid. In such cases the decision of the Contest Director shall be final.
- c) Launching shall be available as long as necessary to enable competitors to start, except that the Contest Director may suspend launching if in his or her opinion it is dangerous to continue. If such suspension is sufficiently long to give an unfair advantage to competitors already airborne, the Contest Director shall cancel the task
- d) A competitor may take any number of launches on any contest day.
- e) Second and subsequent launches shall be given in the order that aircraft are ready at the launch point. If initial launches for a class are still in progress, re-launching shall not commence before the final initial launch in that class and may, at the discretion of the Contest Director, be delayed until after all initial launches of the next class are completed.
- f) A competitor may be given a second or subsequent launch from a field where he or she has outlanded within an area and specified field that is notified by the Contest Director before the beginning of the contest. In such cases, deployment of a tow aircraft shall be at the discretion of the Contest Director. The drop zone shall be the same as that designated for that class on that day. In complying with this rule a competitor flying a motorglider may commence relaunching without landing provided the motorglider is over the specified relaunch airfields or areas when the motor is deployed and they have notified the Contest Director.

### **42. ABANDONED TAKEOFF**

If an abandoned takeoff is the fault of the Organisers the competitor shall be re-launched with the minimum of delay. If it is the fault of the competitor or competitor's crew the competitor shall move to the back of the grid of the Class currently being launched. The decision of the Contest Director in this matter shall be final.

### **43. MOTORGLIDER OPERATION**

Motorgliders shall fly under the same rules as other sailplanes and shall either self launch and the competitor satisfy the Contest Director that the motorglider climbed immediately to the release zone and height and then the motor was stopped or be non self launched. Motorgliders shall be scored to the last verified GNSS fix prior to any engine start in flight after starting the

task. A pilot may "test start" his engine immediately after launch with the express permission of the Contest Director.

#### **44. STARTING**

The Contest Director may announce a maximum starting altitude for the class. A penalty shall be applied to all starts made above this altitude.

- a) The start shall open either immediately after the first launch of the first sailplane in the class, or after a time interval (15 minutes unless briefed otherwise) after the initial launch of the last sailplane in the class that was in its specified grid position on time.
- b) The start shall remain open for not more than 3 hours.
- c) All announcements relating to the start for each class shall be on the competition radio frequencies. Announcements will be made 10 minutes, 5 minutes and at start opening time on the competition radio frequencies.
- d) A competitor shall commence each task by starting in accordance with the nominated start option after the start has opened.
- e) Contest organizers may require that the claimed start or restart time shall be communicated to the Organisers on the competition frequency within 30 minutes of the competitor's last start.
- f) For a start to be valid without penalty the GNSS record must show that a straight line joining two consecutive valid fixes passes through the relevant start option boundary, heading towards the first turnpoint or assigned area, after the start has opened, and, if a maximum starting altitude is specified by the Contest Director, that the sailplane's speed does not exceed 170 kph (ca. 92 knots) when crossing the boundary (where speed is calculated from the 3-dimensional vector formed by the two relevant GNSS fixes). The start time shall be the time of the last valid fix before crossing the boundary, except that if the start has closed the start time shall be taken as the start closing time. If there is no proof that the competitor had a valid start after the opening of the start, the start may nevertheless be validated if the competitor was within 1.0 km of the boundary of the start zone after the opening of the start. In this case the start position and the start time will be derived from the closest GNSS fix, but a penalty shall be applied.

#### **45. TURN POINT CONTROL**

Control shall be established at a turn point or within an assigned area by the GNSS flight record showing at least one valid fix within the observation zone or by two consecutive valid fixes defining a straight line passing through the zone. If there is no proof that the competitor passed through the observation zone, the rounding may nevertheless be validated if the competitor was within 0.5 km of the boundary of the observation zone, but in such cases a penalty shall be applied.

#### **46. VIRTUAL OUTLANDINGS**

Where a competitor fails to round a turn point or assigned area, the nearest valid GNSS fix to the turn point or assigned area will be used as a virtual landing point and the competitor scored as if landed at the GNSS fix. A virtual outlanding is calculated by the scorer from the competitors GNSS trace.

#### **47. OUTLANDING**

A pilot who lands away from the contest site shall verify the landing point by means of a GNSS flight record or a witnessed certificate of the time and place of landing (to within 1 km) for the performance claim to be verified.

#### **48. FINISHING**

A competitor shall finish a task by being recorded making an unassisted crossing of the designated finish line in the direction specified at briefing, or the finish ring inbound.

- a) For the purpose of this rule it shall be sufficient for the nose of the sailplane to be over or past the finish line when it comes to rest.

- b) The finishing time shall be the time the sailplane is observed to cross the finish line, or the time of the first GNSS fix after crossing the finish-line or finish ring.
- c) The finish line or finish ring shall remain open until sunset (CET-30 minutes) or until a set time announced at briefing. Competitors still on task after the closure of the finish line or finish ring shall be considered as outlanded at the last valid GNSS fix immediately preceding the closure time.
- d) Pilots on final glide to finish through a Finish line positioned at or adjacent to the aerodrome, will broadcast the fact on the Aerodrome frequency at 5 miles.

#### **49. CLOUD FLYING**

Unless the Contest Director announces otherwise at briefing, cloud flying is permitted in accordance with the GNZ Manual of Approved Procedures 2-7 paragraph 12.

#### **50. POSITION REPORTING**

When communicating with Air Traffic Services, or when broadcasting on MBZ or local aerodrome frequencies, distances from reporting points or other readily known features shall be given in miles only.

#### **51. USE OF RADIOS AND CELLPHONES**

Except in an emergency or for safety reasons, no pilot or crew may communicate information regarding any other pilot or crew during a contest task unless specifically requested to do so by that pilot or crew.

- a) Radio use shall be kept to a minimum. Where possible all pilots shall transmit an "Operations Normal" call approximately once every hour. This call will include the task leg number the pilot is currently flying.  
This requirement may be cancelled on a sailplane by sailplane basis by the Contest Director if the Organisers have confidence in an electronic reporting option (e.g. SPOT or similar).
- b) Unless communicating with Air Traffic Services or broadcasting on an MBZ or local aerodrome frequency, pilots shall maintain a listening watch on a frequency specified by the Organisers. i.e. The Contest frequency.
- c) Communications between a pilot (or P2) and any ground station or ~~non-competing~~ aircraft that could result in competitive advantage to the pilot, including but not limited to any reporting on the position, altitude, climb-rate etc. of other gliders, is prohibited.

#### **52. USE OF POSITION TRACKING DATA**

Pilots may make use of publicly available position data from FLARM, SPOT, ADSB, Cell Phone Position tracking or similar sources only if

- a) The data source is from equipment that was mandated or specified by contest organizers under rule 25, or other equipment required to be carried by competing aircraft under CAA rules.
- b) The data has not been prepared, re-processed, analysed or otherwise interpreted by any third party that could give a competitive advantage not available equally and fairly to all competitors.

#### **53. COACHING**

At National Championships, coaching of pilots in other sailplanes by radio or cell phone, or by any other means, is not permitted during a competition task.

#### **54. RETRIEVING**

Competitors shall arrange their own road retrieves in co-ordination with the Contest Director. Aerotow retrieves shall be permitted at the discretion of the Contest Director. Once a competitor has made a start, further starts are not permitted on that day after an outlanding.

#### **55. REST DAYS**

The Contest Director may at their sole discretion declare a rest day if the circumstances warrant it.

## SCORING

### 56. FLIGHT VERIFICATION

Pilots shall, as soon as possible after returning to the contest site after a task, but no later than 60 minutes after returning, give the Organisers for performance verification:

- a) A declaration including details of the performance claimed, including the time or GNSS co-ordinates or point name (latter only if listed for the contest) of any virtual outlanding or actual outlanding, and
- b) GNSS FR or GNSS flight data log recorded on flash card or other electronic storage medium or uploaded to the Competition Scoring website.
- c) Where the evidence does not support the pilot's claim of performance, a penalty shall be applied for minor breaches, or the performance allowed only to the last verified point.
- d) In the case of failure of the altitude recording GNSS FR after starting the flight in question, a GNSS record from a backup GNSS FR with barometric altitude recording may be used for verification. The Contest Director may also exercise discretion and credit a control point if a pilot is observed at a control point by two fellow competitors in the same class.
- e) A GNSS flight data log shall pass the appropriate validation checks and show that the aircraft passed through the prescribed observation zones and lines claimed, in the correct sequence.

### 57. RETENTION OF FLIGHT VERIFICATION MATERIAL

The Organisers shall retain all declarations, and electronic copies of all GNSS flight data log files submitted for performance verification.

### 58. RESULTS

Competition performances and scores shall be loaded, as soon as practical, after scoring, by the organisers to a website nominated by the SRC (currently SoaringSpot).

## RULES

59. Each contest shall be run and scored according to:

- a) these rules, and
- b) the current GNZ Contest Marking System, and
- c) the current GNZ Handicap Register, and
- d) the directions of the Organisers made for the orderly conduct of the contest so far as they do not infringe upon the remainder of the rules or statutory requirements.

### 60. OBSERVANCE OF THE RULES

Each competitor shall be responsible to the Contest Director for the due observance of the rules by themselves and their crew. Observance of these rules shall not absolve competitors and tow pilots from complying with Civil Aviation Rules and the GNZ Manual of Approved Procedures, and including the GNZ Policy on Anti Doping.

### 61. AGREEMENT TO BE BOUND BY THE RULES

A competitor by entering thereby agrees to be bound by these rules.

### 62. TOWPILOTS BOUND BY THE RULES

Towpilots shall sign an entry form in a similar way to competitors and be bound by the same rules.

### 63. RULES NOT TO BE ALTERED

The Contest Director shall not amend or omit any of the rules without the prior written permission of the Sailplane Racing Committee.

**64. INTERPRETATION OF THE RULES, AND PENALTIES**

Specific penalties are provided in the SRC Schedule of Penalties, The interpretation of the rules and the penalties for rule infringements shall rest entirely with the Contest Director. The Contest Director must specify the appropriate limits for any 'nominated' penalties not in the SRC Schedule of penalties prior to the commencement of the contest.

**65. PENALTIES** for more than one offence on any given day shall accumulate.

- a) Any penalty points shall be deducted after the score for the day has been calculated and points deductions shall not affect the score of any other competitor.
- b) Flights that have been disqualified shall be given zero points for the day, but shall be counted for scoring purposes for the other competitors.
- c) If after deduction of penalty points a competitor's score for the day is less than zero, it shall be counted as zero unless the penalty is for certain disciplinary or safety reasons (marked with an asterisk \* in Penalties Section) in which case it shall be applied to the competitor's cumulative score.

**66. PROTESTS:** Protests shall be made in writing to the Contest Director within 24 hours of the event that is the subject of the protest, and lodged with a \$100 fee. A protest committee comprising the Contest Director and two disinterested persons acceptable to all parties shall consider the issue and announce a decision, with reasons, within 24 hours of lodgment of the protest. The decision of the protest committee shall be final. The fee shall be retained by the Organisers if the protest committee find the protest to be unreasonable or vexatious; otherwise it will be refunded.

## SCHEDULE OF PENALTIES

OFFENCE (Pts = Penalty Points)	FIRST OFFENCE	SUBSEQUENT OFFENCES	MAX PENALTY
<b>* Overweight</b>			
	Excess Weight (in kg) x 2 Pts	(No. of Offences) x (Excess Weight (in kg)) x 2 Pts	No Limit
<b>Starting Errors</b>			
Starting before gate opens	Start not credited		
Missing line or boundary by $\leq 0.5$ km	25 Pts	25 Pts / Credit	
Missing line or boundary by 0.51 km to 1.0 km	50 Pts	50 Pts / Credit	
Missing line or boundary by $> 1.0$ km	Start not credited		
Above maximum starting altitude when crossing the starting boundary:	$\leq 200$ ft – no penalty $> 200$ ft – $\frac{1}{2}$ Pt per 10 ft or part thereof above maximum starting altitude		Start not credited
When a maximum starting altitude has been applied, exceeding 170 kph when crossing the starting boundary:	$\leq 5$ kph – no penalty $> 5$ kph – 1 Pt per kph or part thereof exceeding 170 kph		Start not credited
<b>Turn Point or Assigned Area – Missing the Observation Zone Boundary</b>			
By up to 0.5 km	25 Pts	25 Pts / Offence	
By $> 0.5$ km	Turn point or Assigned Area not credited		
<b>Finishing Errors</b>			
Above finish line maximum altitude	Warning	(No. of Offences) x 5 Pts	50 Pts
* Below finish line minimum altitude unless landing through the line	Warning	(No. of Offences) x 25 Pts	Disqualification
Above finish ring maximum altitude	Warning	(No. of Offences) x 5 Pts	50 Pts

<b>OFFENCE</b> (Pts = Penalty Points)	<b>FIRST OFFENCE</b>	<b>SUBSEQUENT OFFENCES</b>	<b>MAX PENALTY</b>
Below finish ring minimum altitude	Warning	(No. of Offences) x 5 Pts	50 Pts
Landing back at the airfield without crossing the finish line but having otherwise completed the task	Finish time, the time at which the sailplane stopped moving plus five minutes.		
Crossing finish line in wrong direction	Not counted as crossing the finish line.		
<b>Technical Errors</b>			
Not providing start time within 30 minutes of starting if required by contest organizers	Warning	(No. of Offences) x 5 Pts	50 Pts
Providing start time with error of > 3 minutes, if required by contest organizers.	Warning	(No. of Offences) x 5 Pts	50 Pts
Not calling at the nominated distance from the finish on final glide	Warning	(No. of Offences) x 5 Pts	50 Pts
Undue delays in providing information on an outlanding	Warning	(No. of Offences) x 5 Pts	50 Pts
Not providing all required flight verification data within 60 minutes of the pilot returning to the contest site	Warning	50 Pts	50 Pts / Offence
<b>Dangerous or Hazardous Flying</b>			
Cloud flying	Warning	Day disqualification	Disqualification
* Circling incorrectly within nominated zone or not complying with Contest Director's limitations on manoeuvres	Warning	(No. of Offences) x 25 Pts	Disqualification
* Towing: Hazardous manoeuvres	Warning	(No. of Offences) x 25 Pts	Disqualification
* Finish Line: Hazardous manoeuvres	Warning	(No. of Offences) x 25 Pts	Disqualification
* Landing: Hazardous manoeuvres	Warning	(No. of Offences) x 25 Pts	Disqualification

<b>OFFENCE</b> (Pts = Penalty Points)	<b>FIRST OFFENCE</b>	<b>SUBSEQUENT OFFENCES</b>	<b>MAX PENALTY</b>
<b>Other Violations</b>			
Cheating	Day disqualification		Disqualification
Prohibited communications with ground station or other aircraft aircraft (Rule 51 ) Prohibited use of tracking or position data (Rule 52)	Day disqualification		Disqualification
Flight in prohibited airspace less than 2 minutes horizontal	25 points per minute or part thereof		Note: Extended misuse use of the two minute allowance may at the opinion of the Contest Director be Penalised as “Unsportsmanlike Behaviour”
Flight in prohibited airspace beyond 2 minutes horizontal and 200 ft vertical of free airspace. NOTE: Entry into prohibited airspace may be made without incurring a penalty provided: <ul style="list-style-type: none"> <li>• Entry was made in order to land safely and that a landing was made promptly while inside the zone.</li> <li>• The contest Director is satisfied that the entry was made with the permission of ATC and that the permission was obtained before the entry took place.</li> </ul>	50% of the winners points for the day subtracted from your score.	Day Disqualification	Disqualification
* Loading ballast on the grid without Contest Director’s permission	Weighing prior to launch + any applicable overweight penalty		Disqualification
* Loading ballast after weighing, without Contest Director’s permission	Reweighing prior to launch + double any applicable overweight penalty		Disqualification
Unloading ballast prior to weighing, having been nominated for weighing	Warning		(No. of Offences) x 25 Pts
Not carrying appropriate aeronautical charts	Warning	(No. of Offences) x 25 Pts	Disqualification

<b>OFFENCE</b> (Pts = Penalty Points)	<b>FIRST OFFENCE</b>	<b>SUBSEQUENT OFFENCES</b>	<b>MAX PENALTY</b>
* Unsportsmanlike behaviour	50 Pts to Day disqualification (Contest Director's discretion)		Disqualification
Communicating information regarding another pilot or crew during a contest task, without being requested to do so	50 Pts		2 <sup>nd</sup> – 50 Pts 3 <sup>rd</sup> – Day disqualification
At National Championships, coaching of pilots in other sailplanes during a contest task	25 Pts	2 <sup>nd</sup> – 50 Pts 3 <sup>rd</sup> – Day disqualification	Disqualification
Retrieving by aerotow or self-launch without Contest Director's permission	Warning	(No. of Offences) x 25 Pts	Disqualification
Flying under influence of alcohol/drugs	Day disqualification	Disqualification	Disqualification
Scrutineering not complete	No launch		Disqualification
Configuration change	No launch		
Documentation not complete	No launch		
Organiser's safety briefing not attended	No launch		
Falsifying documents	Disqualification		

## NOTES

**Rule 1.** Organisers wishing to hold competitions should notify the SRC providing details of the proposed competition, including indicative pricing at least 30 days prior to the Annual GNZ AGM. Dates for the competition should allow pilots 2 seasons to preplan holidays, aircraft, etc

Open and Racing Nationals are up to 2 weeks duration

Club Class Nationals are up to 2 weeks duration.

**Rules 4 & 5.** Competitors are allowed to change class up until the first launch of the first contest day.

**Rule 8.** Usually this occurs when an inexperienced pilot enters a high performance sailplane. Therefore awarding day prizes is acceptable if it is perceived that they will not win all the days.

**Rule 11 & 12.** Multiple Entries, if more than 2 pilots are entered for one sailplane then a Team Name should be used for scoring and reference.

**Rule 18.** In lieu of producing the actual documents, the Organisers may accept a written declaration from a competitor that the items are held. The Organisers reserve the right to spot-check the validity of any documentation. Evidence of fraudulent documentation or lack of relevant documentation shall result in disqualification from the contest of the competitor concerned. All other certificates, licences, endorsements, etc required for the sailplane, road vehicles etc are entirely the responsibility of the individual competitor.

**Rule 24.** This includes devices such as PDA, SMARTPHONE and other devices that can produce a valid IGC file.

**Rule 28.** Any change to this file during the competition needs to be individually acknowledged by each competition pilot.

**Rule 32.** Where possible the Organisers should ensure that the classes fly different tasks with turn points or assigned areas chosen to minimize any head-on conflicts on each leg and to avoid legs of less than 50 km between turn points or the centre of any assigned areas.

It is expected that task setters will set tasks of significantly different size between the Open Class and the Racing Class. The Open Class task shall be a 'large' task and the Racing Class task shall be a 'medium' sized task. While entry into the Open Class starts at a performance handicap of 96 tasks distances should be set with the higher end of the handicap performance range in mind and not the lower end. Conversely while Racing Class sailplanes may have a handicap of up to 106 tasks should be set with a mid point handicap performance level for this class in mind.

**Rule 32a.** It is strongly recommended that not more than 5 turn points be used to reduce any confusion, especially if a turn point is used more than once.

**Rule 32b.** Assigned area tasks should have at least two areas. For Assigned Areas Tasks, the areas should be sufficiently large to allow each pilot the opportunity to adjust the length of their flight in order to avoid finishing before the designated task duration if their speed is higher than expected.

Areas that follow one another are not to overlap and It is strongly recommended that areas are less than 30km radius to remove a weather "luck" factor. Organisers must avoid setting turn points or assigned areas close to start points. The last assigned area in a task may enclose the finish if a finish ring is used.

**Rule 33.** Any late change of task (ie after briefing) should be individually acknowledged by each pilot.

**Rule 38a.** This is normally the airfield boundary or threshold of the landing vector.

**Rule 39.** Any sailplane choosing to launch from the back of the grid for any reason, will not be counted for the purposes of opening the start gate.

**Rule 40.** Loading or unloading of ballast after weighing or while on the grid is not permitted unless the express permission of the Contest Director is obtained on each occasion.

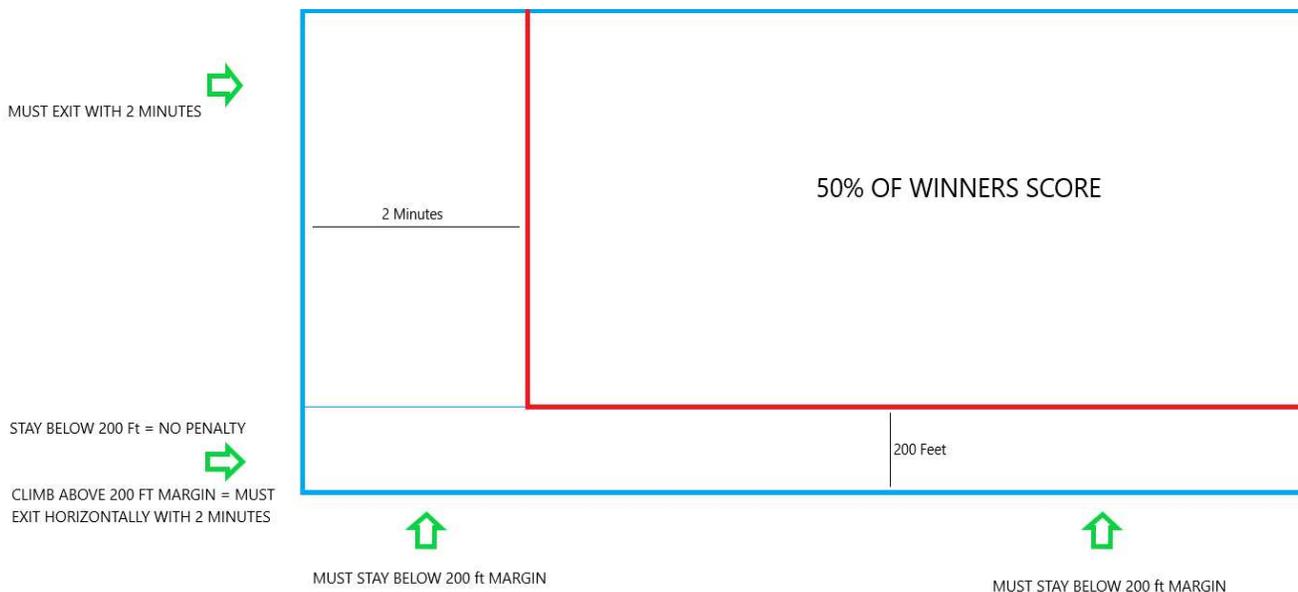
# USE OF AIRSPACE

## Correct Interpretation of Penalty Regime for Airspace Infringements:

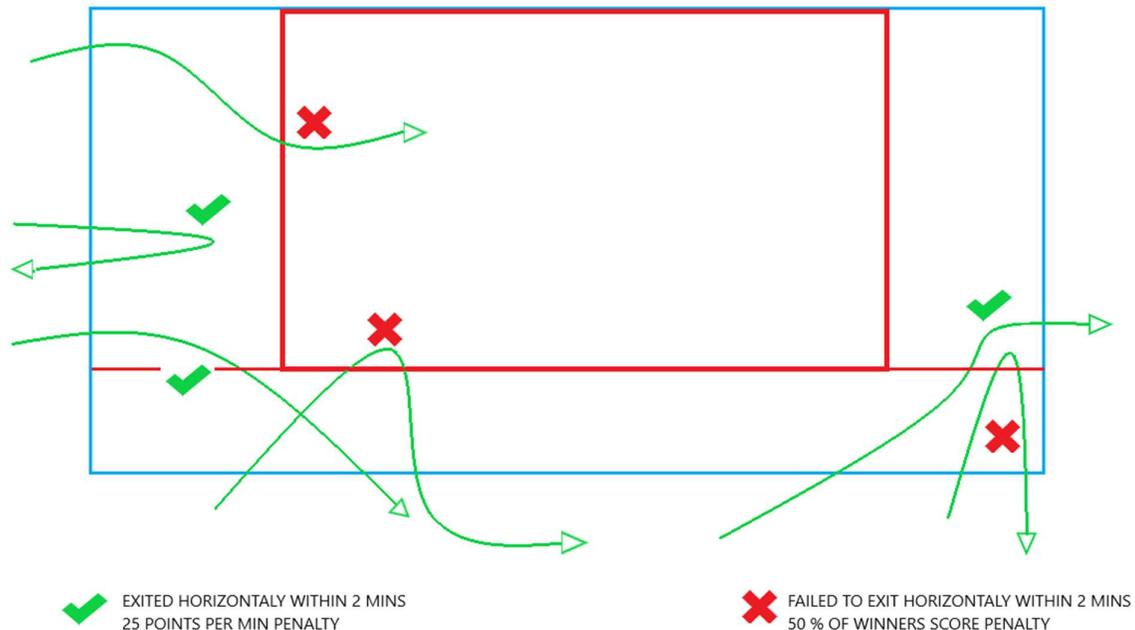
There are two levels of penalties that can be applied to infringements of competitive flight into “prohibited airspace”. These are subject to qualifications found under the section Airspace Penalty Guidelines:

1. On entering vertically into prohibited airspace a 200 foot buffer will apply. Above this buffer 50% of the winner’s points will be deducted. Pilots remaining within 200 feet of the base of the airspace will not be penalized
2. A Time Penalty: 25 points per each minute or any part thereof, shall be deducted from a pilot’s day score (which cannot become less than zero). This is applied whenever a pilot enters or leaves prohibited airspace.
3. A Punitive Penalty: If a pilot remains in prohibited airspace for more than 2 minutes then a penalty of 50% of the day winners’ points shall be deducted from that pilot’s day score (which cannot become less than zero).
4. The 2-minute margin is allowed only for the horizontal entry or exit of airspace. The scorer must be clearly able to identify that the competitor left the edge of airspace within the allowed 2-minute margin. Pilots cannot both enter **and** leave airspace vertically.

## AIRSPACE PENALTY MARGINS



## AIRSPACE PENALTY EXAMPLE FLIGHT PATHS



### Airspace Penalty Guidelines:

1. Penalties can only be applied to infringements that have occurred while a pilot is “on task”. Infringements that occur prior to starting (as defined by 4.7.4, 4.7.5, 4.7.6, & 4.7.7) or after finishing / out landing (4.6(iii), 4.9, 4.10, & 4.11) are not penalised.
2. A pilot cannot be penalised a time penalty and a punitive penalty for the same infringement. In such case, the larger applicable penalty of 50% of day winners score will apply.
3. Multiple infringements: Every separate instance of infringing prohibited airspace in the same flight shall be penalised and be added to any previous penalty incurred in that flight. For the purposes of distinguishing separate infringements, a pilot must remain outside prohibited airspace for at least 2 minutes from the time of first leaving. If a pilot does not leave prohibited airspace for a minimum of 2 minutes and re-enters airspace, then this will be counted as NOT having left airspace.
4. Pilots that consistently and excessively infringe airspace in an unsporting or unsafe manner shall be warned by the Contest Director for “Unsportsmanlike Behaviour” and further penalties may be imposed if they do not take appropriate steps to rectify their airspace navigation. These may include ...
  - 1<sup>st</sup> Offence – Warning (on top of the 50% point penalty already incurred);

- 2<sup>nd</sup> offence – Day Disqualification;
  - 3<sup>rd</sup> Offence – Contest Disqualification;
5. Pilots may request Clearance to Enter Airspace with the expressed intention to land out. In this case, the position of entering airspace will be the end of the soaring flight and no additional penalty will apply. Pilots must satisfy the Contest Director that
- an appropriate clearance was obtained from Air Traffic Control prior to entry
  - the intention of entering airspace is to land out or make a safe engine start and that this action is carried out promptly.
6. No additional penalties should be applied to infringements to prohibited airspace other than those set out in these guidelines.

## **TROPHIES & SCORING:**

Two new premium trophies will be created, one for the winner of the new Open Class Nationals and one for the winner of the new Racing Class Nationals. The title of National Open Class Champion and National Racing Class Champion will be conferred to the winner of these two new classes respectively. In recognition of FAI classes and tradition trophies may be handed out for the following:

In the National Open Class:

- Winner of the Open Class Nationals when scored unhandicapped.
- Highest placed FAI 20m twin sailplane (handicapped score).
- Highest placed FAI 18m sailplane (handicapped score).

In the new Racing Class:

- Highest placed FAI 15m sailplane.
- Highest placed FAI Standard Class sailplane.

Regional contests are to create new trophies or reappoint existing Regional trophies as seen fit by the regional contest organisers to recognize the Regional Open Class Champion and the Regional Racing Class Champion.

## **NOVICE CLASS:**

To encourage new pilots into the competition scene all contest organisers and task setters are to provide novice day tasking. Depending on the day, weather and competition location, it is expected novice tasking will be in the 50km to 100km range over 'friendly' terrain. Novice tasks may be cancelled if the weather is deemed not suitable for a novice. A novice task entrant shall receive the following:

- Enter on the day for a minimal fee.
- Attendance at the daily briefing.
- A safety briefing (as per all other contest pilots)
- Receipt of a novice task sheet.
- Launch from the back of the grid after all Open and Racing Class sailplanes have gone.
- A daily score (no cumulative contest scoring to be done)
- Recognition at briefing the next day if they are a winner (needs more than two entrants)

The novice task entrant will comply with all competition rules and will learn:

- How to enter a task into their flight recorder / computer.
- How to grid their sailplane.

- What a competition launch is like.
- How to start a task.
- How to round turn points or enter assigned areas correctly.
- How to final glide.
- How to finish.
- How to upload a trace.
- How much fun competition and cross country flying is.

Novice tasking is all about lowering the barriers to competition entry, making fuller use of the scarce resources (people and equipment) that a competition gathers together and hooking new pilots into the competition and cross country scene.