



*41<sup>st</sup> Spanish Hang Gliding Championship  
and International Open*

## **Piedrahita 2018**

### **COMPETITION REGULATIONS**

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**Competition web page:** <https://airtribune.com/piedrahita2018>

## **GENERAL INFORMATION**

### **Goals**

The objective of the present championship is to grant the title of Champion of Spain of the year 2018 and to establish the National Ranking of Pilots, which will be used to choose the pilots that will make up the National Team. The Champion of the International Open that is celebrated jointly will also be established.

The vocation of this championship will be to hold a free flight competition aimed at raising the level of knowledge and tactics of competition of its participants while promoting knowledge and friendship among pilots.

### **Location**

Venue of the championship: Piedrahita (Avila, Spain). Flight areas: Piedrahita and Pedro Bernardo.

### **Competition days**

From June 24 to 30.

### **Training in the area**

No restrictions throughout the year.

On Saturday, June 23, it is considered a free training day with a scheduled task.

### **Registration and registration of pilots**

The regular registration period ends on Friday, June 1, 2018 (inclusive). The registration will be made exclusively through the website of the championship in Airtribune and will be confirmed once the payment of the same is received. The fee is € 140. An extraordinary registration period is established: from June 2 to June 23 at 7:00 pm, the fee will be € 180, due to late registration. The bank details to make the deposit appear on the event website.

The register of pilots and the delivery of documentation will take place on Saturday, June 23, from 5:00 p.m. to 7:30 p.m. at the official headquarters. An extraordinary registration period is also established on Sunday 24 June from 9.30 am to 11 am, only in justified cases.

### **First pilot briefing**

Saturday June 23 at 20:15 at the official headquarters. Assistance is mandatory (except in cases of force majeure).

### **Closing Ceremony and Award Ceremony**

Saturday, June 30 at 8:00 p.m. All competitors are reminded to attend the delivery ceremonies.

## 1. ORGANIZATION

### Staff

**Organizer:** Club de Vuelo Libre Alcarreño (*Free flight Club Alcarreño*).

**Director of organization:** Pablo García.

**Organizing committee:** Antonio Letón, Carlos González, Juan Luis Macías, Pablo García.

**Competition Director:** Fernando Sangregorio.

### On this regulation and on the responsibilities

For all purposes, the championship is governed by the rules set forth herein as Local Regulations in application of Section 7 Common and Section 7A and annexes of the FAI Sports Code and GAP CIVL, which are subrogated to the not expressly reflected or in case of conflict, and to the customs and practices in the event.

During the inaugural pilots' meeting, possible modifications to these Regulations may be considered, which may be incorporated at the discretion of the Organizing Committee and the Competition Director, taking into account their adaptation and improvement of the safety, development and sporting result of the Championship and the support of the pilots.

Any other modification of these Rules once the competition has begun must be announced and published by the Competition Director after consultation with the Jury, Pilots' Committee, Organising Committee or Pilots' Meeting. Its effects can never be applied retroactively (**Sc7common 6.4.1**).

The pilots, by the fact of participating, accept to be governed by the aforementioned regulations and it is their responsibility to know and accept them in the registration. The organizer assumes no responsibility for pilots or third parties. All participants must sign a document in which they assume responsibility for their actions and confirm to be fully aware of the risks they assume.

Transport to take-off and pick-ups are the responsibility of the participating pilots.

## 2. REGISTRATION

The 41<sup>st</sup> Spanish Hang Gliding Championship and International Open Piedrahita 2018 is open to all pilots with the appropriate qualification and with a valid federal license (that meet the specifications in Art. 5.2.1.3 or 5.2.1.4 of the RFAE Delta Wing Regulation ).

The registration fee is € 140. The regular registration period ends on June 1 (inclusive). As of the close of the registration period, the organization reserves the right to accept new registrations after the deadline. In that case a penalty of € 40 (late registration € 180) would apply. The pilot may request a refund of the 40 € penalty if the delay in payment is due to reasons that the Organizing Committee considers justified.

The registration will be made exclusively through the website of the championship in Airtribune, and will be confirmed once the payment of the same is received. Therefore, all pilots, without exception, must have a registered user in Airtribune in order to register. There will be no face-to-face registrations.

There are 100 seats available, 25 of which are reserved for foreign pilots participating in the FAI Open. At the end of the regular registration period, this reservation of places will no longer apply. National pre-registered pilots who have to wait until the end of the ordinary term to fill vacancies will not be considered late.

A strict order will be applied in the inscriptions based on the confirmation of the same.

### 3. VALIDITY OF THE CHAMPIONSHIP AND PRIZES

The championships will be valid, if the total of points accumulated by their respective winners in their particular classification equals or exceeds 1500 points, as determined by the authorized scoring formulas, and all the pilots in competition in each Class have had the opportunity to fly at least one task (**S7Common-2.5.10 & 2.5.11.1**).

The following prizes will be awarded:

1. Prize to the first national classified class 1, Champion of Spain.
2. Prize to the second classified national class 1, Subchampion of Spain.
3. Prize to the third national class 1 qualifier.
4. Prize to the first classified national class 5, Champion of Spain.
5. Prize to the second classified national class 5, Subchampion of Spain.
6. Prize to the third classified national class 5
7. Prize to the first national classified Sport class.
8. Prize to the International Open Champion, class 1.
9. Prize to the first Club classified.
10. Prize to the first Autonomous Community classified in class 1.
11. Prize to the first Autonomous Community classified in class 5.

### 4. GENERAL RULES OF COMPETITION

#### 4.1. REGISTRATION

The pilot registration deadline will be Saturday 23 June from 17:00 to 19:30 (for justified cases there is an extraordinary registration deadline on Sunday 24 June from 9:30 to 11:00).

Upon arrival all competitors will have to go to the official headquarters of the championship (their location will be announced on the championship website) to register and formalize their registration, and receive information, as well as for the review and delivery of documentation.

In the registration and formalization of registered each pilot must provide:

- Federal license in force with national quota.
- FAI sports license (to score in the WPRS FAI international ranking and Open classification).
- 1 GPS 3D main flight instrument for flight verification indicating brand, model and serial number, and optionally another backup. Only instruments that are recognized as valid by the FAI will be valid (the instruments approved for flight by the FAI are on its website).
- Pilot phone numbers, team leader (if any), driver and reference person if necessary.
- Radio frequency and team of pilots associated with each enrollee.
- Declaration of being insured or supporting document: third-party insurance and accident insurance that includes rescue and repatriation.
- Registered user in the Airtribune platform, which will be used in future to carry out the flight monitoring of the pilots by the organization, for security reasons.
- Signed document of assumption of responsibility.

Each pilot will be assigned a bib according to their ranking in the WPRS ranking (or, failing that, the order of registration) and will receive a bag with the documentation of the Championship and a welcome pack provided by the Organization.

#### 4.2. SAFETY COMMITTEE AND JURY

The safety committee will be composed of the Competition Director, who will also act as Safety Director (**Sc7common 12.8**), and three members democratically elected from among all the pilots registered in the first briefing prior to the start of the competition.

The decisions of this committee shall be taken by consensus. In case of conflict or once the race has started, the decision is up to the Competition Director. In any case, the ultimate responsibility for one's own safety lies with the pilot and is not guaranteed by the decisions or actions of the Competition Director or the Safety Committee (**Sc7A 4.4.2.1**).

All aspects of Flight Safety shall be governed by the provisions of Article 9 of Section 7 Common to the FAI Sports Code.

The members of the Safety Committee shall maintain contact during the conduct of the tasks for consultations on possible dangerous weather conditions, unsporting behaviour of pilots, violations of the ban on flying in clouds or controlled airspace or any other circumstance related to their duties. To do this, they will use the security frequency or, failing that, a telephone link via members of their team or collection.

The elected members of the Security Committee shall also act as a Jury in the resolution of Complaints and Protests (as per Chapter 12 of these Rules).

#### 4.3. TASK SETTING COMMITTEE AND TASK CHOICE

In the first briefing prior to the start of the competition, the organisation and the Competition Director will select from among the pilots a Task Committee with at least four members. The

proposed pilots may refuse the invitation and, in this case, the organisation will extend the invitation to other candidates. The Task Committee shall not vote and is independent of the Security Committee. The Competition Director may appoint replacements for members of the Competition Committee who do not appear at its meetings.

The Task Committee will plan and select the tasks to be taken each day for each of the three classes. Once the events have been established, the Competition Director may modify them, for reasons of safety, competition development or separation between classes, according to his final responsibility in the decision on the competition tasks (**Sc7common 4.3.1**).

The parameters for the overall championship score in each class will be decided by the Organising Committee and confirmed at the start of the championship at the pilots' meeting.

## **5. EQUIPMENT**

### **5.1. RADIOS AND MOBILE PHONES**

All pilots must have radio communication systems during the flight that is compatible with the system and the frequency of the competition personnel. The organization will have a security frequency. All pilots and teams must provide their equipment frequencies and mobile phone numbers to the organization when registering. In the event that a pilot or team changes frequency during the course of the competition, they must notify such change to the competition director. This information (the own frequencies of each pilot and equipment) will only be used by the organization for security reasons in case confirmation is not received due to the safety frequency.

### **5.2. FLIGHT INSTRUMENTS WITH GPS**

Each pilot must verify that his GPS equipment is approved by the regulations of the CIVL and is compatible with the flight verification software of the CIVL: Flight Scoring (FS). Each pilot must provide at least one GPS instrument when registering and registering, and optionally another backup. It is the responsibility of each pilot to have the necessary devices and cables for the connection of their flight instruments, although the organization will have the connection wiring of the most common instruments.

The Airtribune track can be used by the Organization to produce provisional results at the end of each task. IGC tracks obtained from mobile phones will only be valid if there is no actual possibility (due to the layout of the task or the cloudbase of the day) of having invaded the controlled airspace.

### **5.3. BIB NUMBER AND PILOT IDENTIFICATION**

At the time of registration, each pilot will receive the numbered bibs that will identify him/her during the Championship. The numbers must be attached to the flight helmet to be easily visible to the take-off judges: 2, one on each side, or only 1 on the front.

All reports to the organization by any means must include at the beginning the number of the pilot number of the communication and its use will be preferred over any other form of identification.

The mounting position on the first leg will correspond to the number of the race bib for each rider.

## **6. TAKEOFF**

### **6.1. PLACES OF TAKEOFF**

The takeoff for all the championship events will be the Puerto de Peña Negra in Piedrahita (altitude 1,921 m MSL), when the wind direction is N-NW-W. Depending on the weather conditions, other take-offs may be used, as those of Pedro Bernardo corresponding to the E-SE (altitude 1,020 m MSL) and W-SW (altitude 1,256 m MSL) orientations.

The health personnel assigned to the championship will be present at take-off during practically the entire time slot in which the window remains open.

### **6.2. ACCESS IN VEHICLE TO THE TAKEOFF**

All competing pilots are advised to organise themselves to transport the wings to take-off in a coordinated manner and using the minimum number of vehicles. It is recommended that each vehicle carries at least three hang-gliders.

An exclusive area will be set up for downloading the material, which will have to be done quickly. Immediately afterwards the vehicles should be taken to the parking area.

Riders who block the parking and access area reserved for the Ambulance will be penalized with 0 points (ABS) on the sleeve. Also, those who unjustifiably block the unloading area or the area reserved for the organization will also be penalized according to the inconvenience generated.

### **6.3. HANG GLIDER SETUP**

The number of assembly places shall be determined according to the general classification. In Piedrahita there will be a delimited area for the first classifieds, according to a distribution plan that will be at takeoff. Each pilot must mount his wing in the corresponding position. On the first day of the competition, the order of assembly will correspond to each pilot's race number (according to the WPRS ranking and order of registration).

During assembly, the access rails for take-off may not be invaded. If any wing invades these lanes, it must be moved to the correct position before the pilot briefing. In the event of wing

congestion in the take-off area, the Competition Director or take-off assistants may temporarily close the window until the area is cleared.

#### **6.4. REGISTRY OF PILOTS IN THE TAKEOFF AND LANDING**

At the takeoff there will be a list of take-off records (list of signatures). All pilots who take the takeoff must sign this record in advance, even before mounting the wing. This record will be used as a reference to know in each manga the pilots who have flown and those who have refused to do so. Pilots who decide not to fly because they consider that the day is not safe or suitable for them must inform the Competition Director or the take-off assistants (DNF), as well as those who decide or are forced to do so by health or equipment problems (ABS). It is therefore a fundamental register for both safety and classifications.

Likewise, after landing and immediately all pilots must report their situation and status using the mobile phone. The organization will confirm the reception of the same. In case of not receiving confirmation the pilot must enter into communication with the organization with an alternative means. A time limit will be marked to report the landing after which a penalty of points will be imposed, unless it is due to force majeure.

Penalty points will be applied to those who do not comply with these registration rules. In case of recidivism, all points of the affected day may be withdrawn.

#### **6.5. TAKEOFF PROTOCOL**

Pilots must collaborate with the competition director and his assistants to facilitate take-offs. Pilots can only enter the designated area for take-off, being fully equipped for take-off and once obtained the permission of the competition director or one of his assistants. No pilot can take off without the authorization of the director or one of his assistants. Doing so may result in a penalty at the discretion of the competition director.

The order of the pilots in the take-off queue will be controlled by the take-off director and his assistants. The order of incorporation to said queue will be respected. The first 10 classified in the accumulated open classification until that day will have preference as well as the first 3 of class 5 with respect to the rest of the competitors, as long as the intention to take off those in charge of the takeoff is notified.

#### **6.6. SAFETY PROTOCOL**

Both the competition director and the take-off assistants will perform routine pre-flight checks. Pilots are required to allow these checks. The checks can be made both in the take-off lanes (when the pilot is ready to take off) and arbitrarily at any other time of the competition.

The basic points that can be checked are the hanging of the harness, the legs of the harness, the zippers and buckles of the helmet and the harness and the closures of the soffit of the wing. In no case should these check tasks be considered systematic, rigorous and complete. It is the



responsibility of each pilot to check the final condition of his equipment and therefore his own safety when flying.

Even so, if the competition director appreciates that the condition of the material or the pilot itself were a clear risk to his safety or that of the other pilots, he may prevent the pilot's flight within the competition until the deficiency is corrected.

The wings must be configured (trimmed) within the limits of their certification and the maximum weight of the equipment excluding the pilot and the wing must not exceed 25 kg (**Sc7A 8.3.4**), allowing a maximum of 10 kg of launchable ballast (sand or water). All this can be checked at any time by the Competition Director and, in the event of non-compliance, the corresponding penalties can be applied (**Sc7A 8**).

## 6.7. PUSH RULE AT TAKEOFF

The push system shall be used in accordance with **Section 7A FAI, section 3.3.6**.

You will only be able to press the pilots who have before him that pilot who is already within the access lanes to the takeoff is ready to take off (inside his harness and with the equipment fully prepared for the maneuver). The pressure will only be exerted on the lane in which the pilot is located, which must be announced to the take-off personnel using the following formula: "pilot number X pressing" (X being his number of dorsal).

Class 1 shall have priority in the push procedure over Classes 5 and 1 Sport, and Class 5 over Class 1 Sport.

From that moment, each of the pilots who are ahead will have 30 seconds to evaluate the conditions and 30 seconds to take off (with the window not closed for safety). If they decide not to take off, they will have to leave the lane and they will go to the end of the takeoff list. The pilot who exercises the pressure does not have 30 seconds of evaluation and will have to take off in 30 seconds, otherwise he will receive zero points in the classification of the race (ABS).

In the event that a pilot wishes to take off when others do not want to (for example due to very stable conditions), the director may allow him to access the front of the take-off lane, without the need for this pilot to execute the pressure system formula and will have one minute to take off, otherwise the pilot must return immediately to the bottom of the take off list.

Early bird procedure: allows someone to volunteer to fly before the window opens, fulfilling the following conditions:

- he/she will take off between 15 and 10 minutes before opening the window or will return to occupy its assembly site,
- he/she will announce its intention to use this procedure before the pilot briefing and there will be a maximum of two possible pilots each day in strict order of request to the director.

## 6.8. MAXIMUM WIND SPEED AT TAKEOFF

The wind speed limit at take-off, including gusts, will be 40 km/h (25 pmh) at Piedrahita and 35 km/h (22 mph) at Pedro Bernardo.

## 6.9. FAILED TAKEOFF

A failed take-off does not imply a penalty, but the pilot must comply with the instructions of the competition director, who will decide if he has a new immediate attempt or if he should leave the take-off zone.

A failed takeoff or a problem immediately after takeoff that affects safety and forces the pilot to an immediate and voluntary landing will not count as a valid flight, nor will it be considered a refly. The pilots will have to report to the responsible of take-offs the concurred circumstances and this one will be able to authorize a second flight (**S7A - 2.26.1**).

## 6.10. REFLY

In general, only one take-off per pilot is permitted in each leg. However, exceptionally, only one second flight per pilot, the so-called *refly*, may be permitted. In order to benefit from this, the interested pilot must immediately communicate his intention to make a refly as soon as he lands, contacting the competition director or the take-off managers, who will determine whether he is allowed to make a second flight.

In order for the refly to finally be realized, the following conditions must be met:

- The landing of the first flight was made within the minimum distance established from the takeoff and without having made the first waypoint.
- The refly cannot in any case be made with the window already closed and the arrival of the pilot and his flight equipment at the take-off area for the second flight must take place at least 25 minutes before its closure. The Competition Director will apply in each case a minimum time between the first landing and the refly that takes into account safe dismount + take-off + set up times to decide to allow a refly before the scheduled window closes.

In addition to these preconditions, the pilot to report must deliver the records of the two flights made.

## 7. TYPES OF TASK

The tasks may be of different formats:

- **Elapsed Time Race:** Race to goal on a designated circuit with one or more common speed section start times (SSS). For each pilot, the starting time is considered to be the start point time immediately prior to the moment when the pilot starts the speed section.

- **Race to Goal:** Race against the clock on a designated circuit. No start points where the personal time in the speed section is taken from the moment of entry (or exit) of the start cylinder.
- **Free distance:** only the maximum distance on a circuit or in line will count.

## 8. WAYPOINTS, GOAL AND STARTS

A specific task will be determined for each Class with a view to the separation of classifications and compensation between Classes, taking care not to disperse pilots using the same flight range and similar meteorological conditions each day. The types of task, starts, waypoints and goal of each task, as well as the window times, goal closing, etc. will be specified in the briefing of each task.

All starts of the tasks will be airborne using either entry or exit cylinders. Their number, type and dimensions may vary from sleeve to sleeve (**Sc7A 3.4.1**).

All waypoints on the course shall be input cylinders with variable radii specific to each task.

A direction of rotation shall also be established which shall be respected by the pilots. Usually left turn will be used on odd tasks and right turn on even tasks. The direction of rotation indicated shall be maintained throughout the area between the take-off and the starting cylinder, or in another area designated by the Competition Director.

In the interests of safety, the Competition Director may also indicate an obligatory direction of turn in any of the Waypoints. Failing this, the rules on turning in thermal and sports behaviour established in art. 3 of Section 7 0 FAI shall be respected.

The goals will generally also be the End of the Speed Section (ESS) in the race races, and may be cylindrical or conformed by a virtual line.

## 9. SCHEDULE AND TASK DURATION

### 9.1. DAILY SCHEDULE

Although they are included here for guidance and may be changed by the organisation that will confirm them in the pilot meetings or through the official communication channels, the timetables for an ordinary day of competition will be as follows:

- From 10:00 to 10:30: pilots meeting at the headquarters and uphill organization.
- From 10:30 to 11:30: take-off.
- From 12:00 to 12:30: Meeting of the Competition Committee.
- From 12:30 to 13:00: pilot briefing.
- From 13:00 to 16:00: window opening.
- At 19:30: Closing of the task.

## 9.2. TIMETABLE

The opening and closing times of the manga, turning points and time of last allowed landing will be announced in the briefing of each manga and will be published in writing. Any policy of extending the window will also be announced in writing and may be used at the discretion of the competition director, if the latter considers that the conditions have significantly delayed take-offs or when the take-off had to be closed due to some incident.

## 9.3. START OPENING WINDOW

The minimum period of time that the window must remain open for a sleeve to be valid is 45 seconds for each pilot divided by the number of takeoffs that can be used (**S7A - 2.24.1**).

# 10. CLASSIFICATIONS, REPORT AND VERIFICATION OF FLIGHTS

## 10.1. CLASSIFICATIONS

Classifications will be made according to the provisions of the ADL\_RFAE Selection Regulation. The National and Open classifications will be published separately on a daily basis only if the number and quality of registered foreign pilots so advise. In any case, the definitive classification for the National Championship will not include more than the pilots of Spanish nationality.

Separate classifications will be made of the pilots participating in Class 1 and of the pilots participating in Class 5. To be able to officially proclaim the champion of Spain in any of the classes, a minimum of 6 pilots participating in that Class must be reached, in case otherwise, only an unofficial champion may be proclaimed. The tasks for the pilots of Class 5 could be the same or different from those of Class 1.

There will be an additional classification for Sport Class pilots (Class 1 with mast), as long as there are at least 6 pilots in this subcategory. This does not mean to settle national champion in this subcategory, and therefore compute in the general Class 1 for the championship of Spain.

## 10.2. SCORING

The program of scores FS, official software of the international federation (FAI), will be used, based on the successive developments of the GAP formula. The version used will be the official CIVL for the year 2018.

The parameters and variables that will be assigned to the formula are the following:

Parameter	Class 1	Class 5	Class 1 Sport
Minimum distance	12 km	12 km	12 km
Nominal distance	65 km	75 km	40 km
Nominal time	1:45 h	2:00 h	1:45 h
Pilots in goal	20%	45%	30%
Pilots airborne	90%	85%	70%
<i>Jump the gun</i> factor	5 (maximum 300 secs) ( <i>CIVL GAP annex 12.2</i> )		

The other parameters not described here are those that the program assigns by default to the delta wing mode.

With respect to registered pilots who do not fly a task, the difference is between:

- Pilots defined as NYP (not yet processed) or ABS (absent), which do not influence the formula because they are not considered in the NL factor (percentage of pilots that took off).
- Pilots defined as DNF (did not fly), which do count for the NL factor.

### 10.3. FLIGHT RECORD

The legitimate flight trace and therefore the only and definitive evidence of it is that which is recorded in the GPS flight instruments associated with each pilot in the registration formalization. The tracks of two GPS instruments can be used together if necessary (**S7A - 4.2.1**). To be considered valid, the flight registry must comply with the requirements listed in Section 7A of the FAI Sports Code. These records must be kept throughout the championship and the organization may request their direct download without intermediaries at any time.

Having said this, in relation to the classifications, and provided that there is no possibility of having entered controlled airspace, the organisation may directly use the on-line traces recorded on the Airtribune platform or the files previously downloaded by the pilots (in IGC format) and sent to the classifications manager via e-mail. In the latter case, pilots do not have to be present at the venue where the classification manager is located, provided they receive confirmation from the organisation after having received, checked and validated their track. In this last case, pilots will not have to make an appearance at the headquarters where the head of classifications is located, as long as they receive confirmation from the organization, after receiving, checking and validating their track.

In the event of any doubt, or arbitrarily, the organization may require any pilot to be present at the headquarters in order to be able to make the direct download of their flight trace. This will be mandatory in case of conflict; in this case, if it does not occur, the maximum penalty will apply depending on the type of infringement.

If a pilot is unable to present a valid track in a leg, he will receive the points corresponding to the minimum distance (Sc7A 4.3.2).

All pilots must activate their flight on the Airtribune live tracking platform. For this and as a requirement for registration, a user must register on said platform, which will identify each pilot during the competition. Regardless of the system used for the classifications, this is a security requirement that does not admit exceptions.

GPS settings: WGS 84, hddd, mm'.ss " (degrees, minutes, sexagesimal seconds), offset: +02:00 (hours). Recording of 1 GPS point every 5" or less.

#### **10.4. STOPPED TASK**

Any task that has been suspended but not cancelled will be scored if the suspension occurs after the window is closed. The score in these cases is governed by the provisions of Art. 12.3 of the CIVL GAP Annex to Section 7 of the FAI incorporated into the FS program and will apply to all pilots, whether or not they have reached the goal.

All pilots who are in the air and who have been informed that the sleeve has been suspended or cancelled must open their harnesses and turn their legs in a circle to indicate to the other pilots the incidence. Those pilots who do this when the task has not been suspended will be penalized in the opinion of the Competition Director.

#### **10.5. JUMP THE GUN**

Start of the race ahead of time (*Early Start o Jump the Gun*, Sc7A 6.3 y CIVL GAP 12.2). When a pilot has started the task before the first start allowed, a penalty equal to 5 times its start time will be applied with respect to the first start allowed. This time penalty will be applied to your total time. The maximum time of early start allowed is 5 minutes; Any pilot who starts the task before these 5 minutes before the first start allowed will be scored with the minimum distance.

#### **10.6. ASSISTANCE TO ANOTHER PILOT**

Any pilot who lands (or limits his flight) to assist another pilot in danger may receive a score beyond the strict one. This score will be the average of the points obtained in the previous heats, or the average of all the scores if this case occurred in the first heat. The competition director may also award extra points (Sc7A 5.5.1 y Sc7 0 guidelines 2.1).

### **11. PENALTIES**

In general, the penalties provided for in Section 7A, section 6 of the FAI Sport Code and specifically those listed below shall apply.

## 11.1. FLIGHT IN CLOUDS

Flying in clouds is prohibited. Those pilots flying in clouds will receive a penalty in the affected beam. It is considered that a pilot has flown in a cloud if it is observed by a member of the Security Committee (who sees it enter the cloud and disappear) or if two pilots of different teams testify that this pilot entered the cloud and disappeared completely. The testimonies in this regard must be made in writing. The competition director can give for certain these testimonies if the flight record of the pilot involved in the infraction indicates that he was significantly above the surrounding pilots at the time of the incident. In the case that there is no access to any record of the flight that clarifies the true height to which the pilot was, the above testimonies will suffice to apply the penalty.

If a pilot has been inadvertently sucked into the cloud with no intention of gaining altitude, he must perform maneuvers to lose altitude and return to the situation prior to the incident before continuing the task, so that he does not gain any advantage from the situation.

The verified infractions will have a penalty consisting of zero points for the manga of the day. If the same pilot commits a second infraction in subsequent legs he will be excluded from the rest of the competition (disqualified).

## 11.2. CONTROLLED AIR SPACE

Although the organisation will report in due time on the airspace restrictions existing in each task, it is the responsibility of the pilots to be informed about the controlled airspace and its limits in the vicinity of the proposed routes during the tasks. Additionally, they must adjust their altimeters every day to the exact MSL height of each takeoff, checking that the QNH pressure indicated, after the adjustment on their instrument, is equal to or lower than the one published that day as the reference QNH on the task panel. This pressure setting will be used for the evaluation of flight heights.

If necessary, pilots will be required to demonstrate that they have not committed any airspace violations and their IGC flight record will be reviewed in relation to airspace violations. Pilots who have approached less than 100 m horizontally or vertically into a restricted area will be warned in the daily classifications. Pilots entering more than 30 m (horizontally or vertically) into restricted airspace will be penalized with 0 points on the task (**Sc7A 6.3**).

## 11.3. INSTRUCTIONS OF THE ORGANIZATION

Failure to follow the instructions given by those responsible for organization will lead to penalties at the discretion of the competition director.

Incorrect behavior towards the members of the organization or other competitors will not be tolerated and penalties will be applied at the discretion of the competition director ( **Sc7A 6.3**). Any pilot who deliberately provides false information regarding incidents during the flight will be disqualified.

#### 11.4. NOTIFY THE LANDING

For security reasons for each race a limit time will be established to report the landing of each pilot. This deadline will be announced in the manga panel. Those pilots who have not reported their landing before the set time will receive a notice the first time. A second infraction of this rule will cause them to lose 25% of the points obtained by the winner of the manga and in subsequent infractions they will receive zero points in the affected manga. The competition director could establish an exception to this rule if there was a reasoned explanation to justify the delay.

#### 11.5. DELIVERY OF FLIGHT RECORDS

For logistical reasons, a time limit will be set for sending or downloading and downloading the flight records (track) of each pilot. This deadline will be announced in the manga panel. Those pilots who have not delivered their flight before the set time will receive a notice the first time. A second infraction of this rule will cause them to lose 25% of the points obtained by the winner of the manga and in subsequent infractions they will receive zero points in the affected manga. The competition director could establish an exception to this rule if there was a reasoned explanation to justify the delay.

### 12. CLAIMS AND PROTESTS

The provisional classifications will be published in the afternoon once the task is finished. When this is not possible, they will be published around 8.00 am the next day. Competitors must review the results and ask for corrections to possible faults.

Complaints may be made in writing to the Competition Director requesting a correction. The maximum time to file a complaint is 4 hours after the provisional results are published if they are available before 10 p.m. Otherwise, the deadline will be 11 a.m. the following morning. For the last round, the maximum deadline will be 1 hour after the publication of the provisional results. The Competition Director will publish the complaints at the official headquarters, resolve them in the first instance and reply to the complaints within 24 hours. In the case of the last task, this time will be reduced to 2 hours (**Sc7A 7.1**).

In those cases in which the pilot who submits the complaint is not satisfied with the resolution of the Competition Director, he may submit a formal written protest in second instance before the Jury, with a fee of 50 euros. This amount will be refunded, if the protest is resolved in a favorable manner. The maximum time limit for lodging Protests is 12 hours after the publication of the result of the complaint in the first instance. In the case of the last task, this time limit shall be reduced to 1 hour. The Jury will decide and inform the Competition Director of its opinion that it will proceed to its application and publication within 24 hours, except in the last round, which will be reduced to 2 hours (Sc7A 7.2).