

# **RULES FOR VIRTUAL SAILPLANE GRAND PRIX**

These rules apply to the World Virtual Sailplane Grand Prix and to Qualifying Virtual Sailplane Grand Prix

**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

**CONTENTS**

<b>Para</b>	<b>Subject</b>	<b>P g</b>	<b>Para</b>	<b>Subject</b>	<b>P g</b>
PART 1	<u>GENERAL</u>	3	PART 8	<u>SCORING AND PENALTIES</u>	15
1.0	Definitions	3	8.1	Definitions	15
1.1	Objectives of the Championships	3	8.2	Basic Scoring	16
1.2	General requirements	3	8.3	Place Scoring - World VSGP	16
1.3	Classes	3	8.4	Scoring Parameters - WVSGP	16
1.4	Responsibilities of the Organisers	3	8.5	Scoring Formula - WVSGP	17
			8.6	Place Scoring - Qualifying VSGP	17
PART 2	<u>VIRTUAL SGP OFFICIALS</u>	4	8.7	Scoring Parameters - QVSGP	18
2.1	The VSGP Director	4	8.8	Scoring Formula - QVSGP	18
2.2	Referee	4	8.9	Penalties and Disqualifications	19
			8.9	List of Approved Penalties	20
PART 3	<u>PILOTS</u>	5	PART 9	<u>COMPLAINTS AND PROTESTS</u>	21
3.1	Selection	5	9.1	Complaints	21
3.2	Entries	6	9.2	Protests	21
3.3	Pilot Criteria	6	9.3	Treatment of Protests	21
3.4	Registration	6			
3.5	Insurance	7	PART 10	<u>RESULTS</u>	22
PART 4	<u>TECHNICAL REQUIREMENTS</u>	7	10.1	Results	22
4.1	Sailplanes and Equipment	7	10.2	Validity of the results	22
4.2	Aircraft Weight and Weighing Procedure	7			
4.3	Aircraft Identification	8	Annex 1	<u>LOCAL PROCEDURES</u>	23
4.4	Tracking System	8			
PART 5	<u>GENERAL FLYING PROCEDURES</u>	8			
5.1	General	8			
5.2	Briefing	8			
5.3	External aid to competitors	8			
5.4	Control Procedures	9			
PART 6	<u>RACES</u>				
6.1	The Virtual Sailplane Grand Prix Race	9			
PART 7	<u>VIRTUAL SGP PROCEDURES</u>	10			
7.1	The Launch Grid	10			
7.2	Launching	10			
7.3	Starting	11			
7.4	Turn Points	13			
7.5	Outlanding	14			
7.6	Finishing	14			
7.7	Landing	15			
7.8	Flight Documentation	15			

**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

**PART 1 GENERAL**

**1.0 DEFINITIONS:**

- a. - **Virtual Sailplane Grand Prix (VSGP):** Wherever this phrase is used in these Rules it refers to both 'World' and 'Qualifying' Sailplane Grand Prix events.
  - **World Virtual Sailplane Grand Prix:** A Grand Prix which has the format of a World Championship, the objective of which is to select the World Virtual SGP Champion.
  - **Qualifying Virtual Sailplane Grand Prix:** A National Grand Prix, approved by the IGC, the objective of which is to enable pilots to qualify for the next World Virtual 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 VSGP**

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

**1.2 GENERAL REQUIREMENTS**

- 1.2.1 The VSGP shall be controlled in accordance with the FAI Sporting Code General Section, Section 3 (Gliders & Motorgliders) and with this document.
- 1.2.2 The Winner shall be the pilot having the highest total score obtained by adding together the pilot's place scores for each Grand Prix day.
- 1.2.3 The total duration of the competition shall be a minimum of 6 and a maximum of 8 consecutive days. The organizers shall make available to all competitors at least one official practice day immediately preceding the opening of the VSGP.
- 1.2.4 The official language of the VSGP shall be the English language; this shall include all regulations and information circulated to the competitors, any announcements during the event, and briefings.

**1.3 CLASSES** Qualifying VSGP events will be run in an FAI recognized class for single seat sailplanes, The World VSGP final will be held in the 18 meter class. All eligible sailplanes will be permitted to participate, including motorized gliders provided they have fully functioning MoP recorders.

**1.4 RESPONSIBILITIES OF THE ORGANISERS**

- 1.4.1 The Organisers shall pay due regard to safety and fairness in all aspects of the VSGP.

**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

- 1.4.2 The Organisers shall provide:
- a. All facilities necessary for the satisfactory operation of the Grand Prix
  - b. Each competitor with Local Procedures no later than one week before the event (See Annex 1)
  - c. Each competitor with all complementary information upon registration, turn and control points, and an electronic version of the start, turn point and control point database in the most usual file formats for turn point data files, and
  - d. Full meteorological information during the VSGP, access to which shall be available to competitors and assistants in addition to briefing material supplied to the competitors.
- 1.4.3 The Organisers shall perform doping controls in accordance with FAI Rules and National Requirements.
- 1.4.4 The Organisers of a VSGP must pay sanction fees to FAI as decided by IGC.
- 1.4.5 The living expenses for the International Officials (Referees) are the responsibility of the Organisers. Their travel expenses are the responsibility of the IGC.

**PART 2 VIRTUAL SAILPLANE GRAND PRIX OFFICIALS**

- 2.1 THE VSGP DIRECTOR** The VSGP Director will be in overall operational charge of the event. In case of a World VSGP final, the VSGP Director shall be appointed by the IGC and the FAI Virtual Gliding Group. The VSGP Director is responsible for good management and the smooth and safe running of the VSGP. The Director or his nominated Deputy shall be reachable by e-mail at all times while VSGP flying is in progress.
- a. He shall make operational decisions in accordance with rules of the VSGP and in conformity with the FAI Sporting Code, General Section. Decisions shall be published without delay in writing.
  - b. He shall penalize or disqualify a competitor for misconduct or infringement of the rules in accordance with the requirements of 8.6/8.8 and the penalty list at 9.0.
  - c. He shall give evidence to the Referee if requested.
  - d. He shall publish the officially accepted entry list and issue daily results with the minimum of delay.
- 2.2 REFEREE** The Referee shall be responsible for the VSGP being run according to the rules, for checking all scores and for adjudication of any protests during the VSGP. The Referee for a World VSGP shall be nominated and approved by the IGC and the FAI Virtual Gliding Group. The Referee for a Qualifying VSGP may be nominated by the Organiser and shall be approved by the FAI Virtual Gliding Group.
- a. The referee for a qualifying event may be present at the event site for the VSGP, or he may act remotely by arrangement with the FAI Virtual Gliding Group and organiser.
  - b. He shall check the scoring of every race.

**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

- c. He shall deal with protests filed by a competitor by hearing the protest in presence of the VSGP Director and give his decision as soon as possible.
- d. He has the right to terminate the VSGP if the Organisers fail to abide by these Rules and the general sporting requirements of the FAI Sporting Code, in accordance with the FAI Virtual Gliding Group.
- e. He shall approve the final results of the VSGP and send them to the FAI VG.
- f. He shall send a technical report to the FAI Virtual Gliding Group no later than one week after the event. The FAI VG Group will then deliver this report to the newspapers/medias and to the IGC.

## **PART 3 PILOTS**

### **3.1 SELECTION**

- a. A Qualifying VSGP shall be open to international participation. The number of entries are unlimited. The organizer will manage the entries and give access to a pre-defined or assigned server to each competitor.  
The organizer wild card entry is exempted from this process.

- b. Entry to the 2<sup>nd</sup> World VSGP will be open to pilots who have qualified through a Qualifying VSGP according to the following rules:

In a qualifying event with 12 entries or more, the 1st and 2nd place pilots automatically qualify for the final, the 3rd place pilot will be the reserve pilot for this event.

In a qualifying event with more than 5 and less than 12 entries the 1st place pilot will automatically qualify and the 2nd pilot will be the reserve pilot for this event.

In a qualifying event with less than 6 entries the 1st place pilot will automatically qualify and there will be no reserve pilot for this event.

A competitor participating in a qualifying event after having already qualified for the next final will be discounted from the results for the purposes of qualification. A pilot may be reserve pilot for several events.

The qualified pilots will get an official invitation as soon as possible after the event in which they qualified. If they do not accept the invitation within one month after reception of the invitation or do not answer before this deadline they will be assumed to have rejected their invitation.

The reserve pilot of an event will automatically be invited if one qualified pilot of the same event has rejected his invitation. If he does not accept the invitation within two weeks after reception of the invitation or does not answer before this deadline, the FAI Virtual Gliding Group shall nominate his replacement by inviting a reserve pilot from another event having not yet been invited. Priority shall be given to the reserve pilot having got the highest number of points during the qualifying VSGP.

**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

The current champion will be allowed to participate.

If after invitation of all qualified pilots and of all reserve pilots, the number of entries (including the current champion) is lower than 20, the FAI Virtual Gliding Group may fill the vacancies by inviting any pilot having participated in a qualifying GP during the current series.

- 3.1.1 Competitors and crew members, by virtue of entering, agree to be bound by these Rules and the Local Procedures issued for the World Virtual Sailplane Grand Prix, by any rulings and requirements stated by the Organisers at any briefings, and the airspace regulations in force during the Championships. They are also deemed to accept without reservation any consequences resulting from the event (for instance see 3.5 on insurance).

### **3.2 ENTRIES**

- 3.2.1 **Application for Entry** Application for entry shall be accepted only if sent before the deadline, on the official entry form, and accompanied by the entry fee in full. Incomplete entry forms or those containing inaccurate information shall not be accepted.

- 3.2.2 **Entry Fee** The entry fee shall cover all operational costs during the VSGP. A competitor who withdraws shall have no right to the return of any fees.

Entry fees shall be returned:

- (i) In full, if the VSGP does not take place,
- (ii) Unused fees shall be paid back if the VSGP are stopped or canceled for reason of 'force majeure',

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

- a. Have paid a sanction fee to the FAI or the FAI Virtual Gliding Group
- b. Fulfill any additional criteria for participation that may be set by the Organizers or the FAI Virtual Gliding Group or the IGC Bureau.

### **3.4 REGISTRATION**

- 3.4.1 After the close of registration, no change of sailplane or pilots shall be permitted. Pilots whose documents have not been checked and found to meet all requirements shall not be permitted to fly until the requirements are met.

- 3.4.2 The Organisers, if appropriate, shall require the following documents and translations:

- a. For the pilot:
  - (i) Proof of nationality or certificate of residence (FAI General Section 3.7) ,
  - (ii) FAI Virtual Gliding annual subscription valid for the year of the event or due payment of the sanction fee for the particular event.

**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

**3.5 INSURANCE**

- 3.5.1 It is the responsibility of all pilots and crew members to obtain personal medical insurance covering accidents and sickness during the VSGP, including any local hospital costs and the costs of transport back to the team member's home country. Neither the organisers nor the FAI/IGC shall be responsible for any costs resulting from accidents or illness to VSGP participants.

**PART 4 TECHNICAL REQUIREMENTS**

**4.1 SAILPLANES AND EQUIPMENT**

- 4.1.1 For Qualifying VSGP: A competitor involved in a collision in the air shall continue the flight by using the 'repair' button of the simulator. A 10 minute penalty shall apply for a reparation in flight due to a mid-air collision, which was not done on purpose.

If the damage was no fault of the pilot, the whole sailplane or any part of it may be replaced as well and the pilot would not get any penalty, with the consent of the VSGP Director.

- 4.1.2 For World VSGP: A competitor involved in a collision in the air shall not continue the flight and land as soon as practicable. Both pilots shall be scored as having virtual outlandings at the position at which the collision occurred.
- 4.1.3 A competitor who would deliberately crash into another competitor would be disqualified from the event. A jury would then set up appropriate sanctions against the pilot that shall lead to temporary or indefinite ban from all FAI Virtual Gliding competitions.

**4.2 AIRCRAFT WEIGHT AND WEIGHING PROCEDURE**

- 4.2.1 A maximum wing loading and/or a maximum take-off mass shall be defined in Local procedures for each qualifying VSGP event and must be approved by the FAI Virtual Gliding Group.

**4.2.2 Initial Weighing**

This procedure is intended to verify that the take-off mass will not exceed the maximum mass allowed for this class (or the maximum certified mass of the sailplane if less than this) or that the maximum wing loading is not exceeded if any has been set (or the maximum certified wing loading of the sailplane is not exceeded if less than the maximum wing loading).

The organizer shall measure the weight of the glider ballasted in Condor by using the appropriate tools, delivered by the FAI Virtual Gliding Group. The results of this operation shall be recorded and made available to the pilot concerned.

**4.2.3 Daily Weighing**

On all competition days all gliders shall be weighed by using the appropriate tools, delivered by the FAI Virtual Gliding Group.

**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

**4.3 AIRCRAFT IDENTIFICATION**

- 4.3.1 Contest numbers, as validated by the Organisers, shall be displayed on the sailplane, and shall be positioned on the sailplane according to the criteria below or as required in Local Procedures:
- 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 shall be not less than 80% of the wing chord.
  - b. On both sides of the tail fin and/or rudder. These shall be at least 30 cm high and readable from at least 50m.
- 4.3.2 Contest numbers shall be in a plain block style with a single colour that contrasts strongly with the sailplane's background colour.
- 4.3.3 The Organisers may require competitors to modify contest numbers that they deem to be similar, confusing or not complying with this paragraph. Competitors not complying with the Organiser's requirements may be denied a launch.
- 4.3.4 The Organisers may require competitors to display transfer logos and advertising banners on their sailplanes, including national liveries of their own countries.
- 4.3.5 The Organisers may require competitors to use their Name and First Name with the appropriate Contest Number in the Pilot's Profile page of Condor simulator.

**4.4 TRACKING SYSTEMS** The Organisers will require competitors to carry data recorders, cameras and data transmitters to provide position information and video or pictures to be broadcasted via the Internet and television mediums. The pilots have to agree to carry this equipment. 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 day, during the training and VSGP 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 VSGP shall, as far as possible, be directly between the individual competitors, neither controlled nor helped by external aid.

- 5.3.1 **Radio Transmitters and Transceivers** Radios are for voice transmissions between team members and between them and the Organisers only. Any other data transmission between competitors, or between them and the ground, is prohibited except as required: (i) by the organisers; or (ii) for safety purpose or; (iii) for anticollision warning,

The Organisers shall designate a common vocal frequency on which all transmissions will be made during the contest. All pilots shall remain on this frequency. Non-compliance may be penalized.



**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

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

#### **5.4 CONTROL PROCEDURES**

5.4.1 Flight verification will be made using .ftr and/or .igc tracks.

- a. After each flight, the pilot shall provide an FTR and/or IGC file depending on the scoring tool used by the Organisers.
- b. The files must be directly extracted from Condor The Soaring Simulator. The pilot does not have the right to submit files from additional devices unless required to do so by the scorer or the referee.
- c. Condor GNSS FRs recording intervals shall be set to 1 sec or less. Non-compliance shall be penalised.
- d. 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. IGC Files delivered by tracking units may be used to provide this evidence.
- f. The altitude taken into account for analysing the flight will be the GPS altitude measured by the flight recorder corrected by an offset value such that the altitude on ground before take off is equal to the elevation of the airfield as published in the local procedures. No correction of the measured altitude with the calibration chart of the Flight recorder shall be performed.
- g. In a VSGP where the local procedures specify feet as the official unit of altitude, altitudes published in feet will be rounded to the closest meter for all sporting-related calculations.

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

## **PART 6 RACES**

### **6.1 THE VIRTUAL SAILPLANE GRAND PRIX RACE**

6.1.1 The Organisers shall set a number of Turn Points in a sequence. The minimum length of a VSGP race shall be 100km. *Ideally the task duration should not exceed 2.5 hours.*

6.1.2 The race shall be given at the daily briefing in form of a task sheet containing all the pertinent information (TPs, start altitude, max start speed, active airspaces, minimum finish altitude etc). Any change to the task or to this information made before the first launch shall be notified to the pilots. No change can be made once launching has started.

**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

- 6.1.3 Several tasks may be given at the briefing; In this case the final choice shall normally be given prior to the take-off. In exceptional circumstances the task may be decided after launching but prior to the start count down provided the pilots are briefed that this may happen. Confirmation that the task choice is received must be made with each pilot confirming by responding to a roll call made by the contest director.
- 6.1.4 After the opening of the Start Line, the competitor shall cross the Start Line and complete the race by passing through these Turn Points, in the sequence designated by the Organisers, and returning to the contest site in the shortest time.
- 6.1.5 Only one Race may be flown per day.
- 6.1.6 VSGP organisers will create the race and weather as close as they can to the real-life conditions of the SGP event going on.
- 6.1.7 If the real pilots competing during the SGP event are not flying due to weather or any other issue, the organisers of the VSGP shall produce a race to the virtual competitors.

**PART 7 VIRTUAL SAILPLANE GRAND PRIX PROCEDURES**

**7.1 THE LAUNCH GRID**

- 7.1.1 There is no launch grid as pilots are expected to start 'Airborne'.
- 7.1.2 Airborne start shall be at a height between the maximum start altitude and the clouds' ceiling, so that the last pilots to connect can take a safe and fair start.
- 7.1.3 Only pilots connected to the event server, but not yet in flight at the end of 'join time', 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.
- b. If a sailplane or pilot is not ready to be launched due to a fault by the Organisers, the launch shall not be commenced.
- c. Except in emergencies, pilots shall not release until after the tow pilot has rocked the wings of the tow plane. Pull-ups before releasing are prohibited. To be disregarded in case of Airborne Start.
- d. 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. To be disregarded in case of Airborne Start.

**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

- e. 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 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 h). If several competitors require a relaunch they shall be offered a launch in the same order as they landed back.
- f. Any intentional airborne restart in order to gain a significant sporting advantage will lead to a 5 minutes penalty, if done within the last 5 minutes prior the opening of the line.

### 7.2.2 **Procedures for Motor Gliders**

- a. Motor gliders will be launched by aero tow or winch. The Organisers shall describe the launch procedures at the briefing. This rule is not applicable in case of Airborne start.
- b. If they require a second launch for a start, they must land prior to taking the new launch, otherwise they will be deemed to have a virtual outlanding at the position at which they started their MoP.

## 7.3 **STARTING**

### 7.3.1 **Definitions**

- a. **Start Line** – a straight line, of 5km length, perpendicular to the track to the first Turn Point.
- b. **Extended Start Line** - the start line extended on both sides to the infinite.
- c. **Start Area** - the half circular area with a 2.5km radius located "behind" the Start Line opposite to the first Turn Point.
- d. **Extended Start Area** - the area located behind the Extended Start Line.
- e. **Start Altitude** – the maximum altitude at which the start line may be crossed once the start line is open. This altitude shall be set daily by the organiser as a function of the meteorological conditions. On the flight record the altitude of the start shall be measured by interpolating between the altitude at the last fix before the start line and the altitude at the first fix after the line. A tolerance of 5 meters shall be applied (the pilot shall get no penalty if he crosses the line less than 5m above the maximum altitude, but he shall get the penalty corresponding to the full difference between his altitude and the maximum altitude if the excess is higher than 5m).
- f. **Start Point** – the center of the Start Line. The Start Point should normally coincide with the Goal defined in 7.6.1.b.
- g. **Start Speed** – the maximum ground speed at which the start line may be crossed. This speed is 170 km/H. This ground speed on the start line shall be calculated instantly when the sailplane crosses the start line, as Condor gives an accurate instantaneous fix every 100ms.

**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

**7.3.2 Starting Procedures**

- a. The Organisers may announce by radio the opening time of the Start Line which shall be not less than 20 minutes after the main launch procedure has been completed. The pilots must follow the "Start of the Race in:" countdown on the top left of the screen while in flight, to know when they should cross the start line.
- b. Once the Start line opening time has been announced, the Organisers 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 or if more than half of the pilots fail to stay airborne before opening of the start line.
- c. During the last 5 minutes before the opening of the Start Line, circling or turning (by more than 90°) to the right is prohibited in the Start Area. Non compliance shall be penalised.
- d. The pilots must be behind the Extended Start Line no later than one minute before the Start Line is opened. Non compliance shall be penalised.
- e. 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.
- f. A pilot starting before the opening of the Start Line shall be penalised during World VSGP Final. A pilot starting before the opening of the Start Line shall attempt to retake another start safely, during a Qualifying VSGP, as Condor.Club will not be able to accept his .ftr file and score the pilot. The organisers may release a local procedure to do so.
- g. A pilot manoeuvring in such a way as to fly in the opposite direction or perpendicular to the track of the other pilots, within three minutes from the opening of the start line, shall be disqualified for the day. (The intent of this rule is to penalise for turning back in the first few moments after the start which could create a risk of head on conflict with the other gliders). Circling to climb is exempted from this rule.
- h. A competitor landing back to the airfield after having started may be relaunched. He shall be released directly in the Start Area at the nominated Start Altitude. He does not need to stay behind the start line for one minute and may start immediately but must cross the start line below the start altitude and within the speed limit. 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.

**7.3.3 Radio Procedures** The following radio messages may be made by the Organisers during a World VSGP:

- a. At least 20 minutes before the opening of the start line: "The Start Line will be opened at y Hour and the maximum start altitude is z m or zz ft " (altitude expressed in QNH).
- b. At 10 minutes before the start: "The Start Line will be opened in ten minutes. The maximum start altitude is z m or zz ft. Pilots must be behind the Extended Start line in 9 minutes".
- c. At 5 minutes before the start: "The Start Line will be opened in five minutes, the maximum start altitude is z m or zz ft. From now, turns to the right are prohibited in the start Area . Pilots must be behind the Extended Start line in 4 minutes.

**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

- d. At 3 minutes before the start: "The Start Line will be opened in three minutes. Pilots must be behind the Extended Start line in two minutes".
- e. At 2 minutes before the start: "The Start Line will be opened in two minutes. Pilots must be behind the Extended Start line in one minute".
- f. One minute before the start: "The Start Line will be opened in one minute"
- g. 30 seconds before the start: "The Start Line will be opened in 30 seconds "
- h. 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. Nevertheless a pilot missing the start line by less than 500 meter (i.e. crossing the Extended Start Line at a distance from the edge of the Start Line of less than 500m) shall be considered as having made a valid start, but shall be given a penalty - during a World VSGP. A pilot missing the start line during a Qualifying VSGP shall turn on the opposite side, compared to where the start line lies, and shall attempt to retake a safe start. The pilot shall not cross the track of a pilot attempting to take the start or endanger the safety of another pilot during this manoeuver.

7.3.5 **Circling Direction after the start** For safety reasons, the organisers may impose in the Local Procedures a common turn direction up to a given distance from the start. The appropriate penalty will also be defined in the local procedures.

## 7.4 TURN POINTS

### 7.4.1 **Definitions**

- a. **Observation Zone** – for a VSGP GNSS Turn Point the observation zone shall be a circle of radius 0.5 km, centered on the turn point.
- b. **Maximum Altitude** – a maximum limit AMSL may be set 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 part of a straight line between two consecutive 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.

**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

## **7.5 OUTLANDING**

- a. The starting of a motor glider's MoP, except as allowed by 5.4, or a complete failure of both GNSS FRs, is regarded as an outlanding.
- b. The position and time of the outlanding shall be determined from the last valid fix on the GNSS flight record when the aircraft came to rest, before the starting of the MoP, or before the FR failure, whichever occurs first.
- c. If prior to the real outlanding, the starting of the MoP or the failure of the recorder, the sailplane has reached a position giving a greater Marking Distance (see definition in 8.1) it will be considered as landed at the virtual Outlanding position determined from the valid fix on the GNSS flight recorder giving the best Marking Distance.
- d. After landing out, the competitors shall inform the Organisers and deliver their IGC or FTR file without delay. Non-compliance shall be penalised.
- e. The crash of the simulator (blue screen or similar), is regarded as an outlanding.

## **7.6 FINISHING**

### **7.6.1 Definitions**

- a. **Finish Line** - a straight line, of 0.5 km length, at the elevation of the airfield and clearly identified on the ground. A minimum altitude shall be imposed for crossing the line (see paragraph c).  
*It is recommended to place the finish line at the beginning of the runway in order to make sure that the gliders can land safely on the airfield even if they do not have enough energy to make a speed finish.*
- b. **Goal** - the center of the Finish Line.
- c. **Mandatory Reporting Point** - The organisers shall set a final turn point to align the gliders before the finish.-A minimum altitude shall be set to a minimum of 30 meters above the airfield elevation in the local procedures and shall apply from the mandatory point to and including the finish line. Flying below this minimum altitude shall be penalised.  
*The mandatory reporting point should not be located more than 15 km from the finish line. Sharp turns at this reporting point should be avoided.*

### **7.6.2 Finish Procedures**

- a. Competitors shall announce their arrival on the Finish Line frequency according to the local procedures.
- b. For World VSGP only: Flying below the minimum altitude between the reporting point and the finish line, including when crossing the line, shall be penalised. A tolerance of 5 meter shall be applied (the pilot shall get no penalty if he crosses the line less than 5m below the minimum altitude, but he shall get the penalty corresponding to the full difference between the minimum altitude and his altitude if the missing altitude is higher than 5m).
- c. The Finish Line shall be closed at sunset, or when all competitors are accounted for. Competitors still on task after closure of the Finish Line shall be considered as outlanded.

### **7.6.3 Validity of the Finish**

**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

- a. A finish is valid if the sailplane crosses the Finish Line, unassisted, in the direction specified at briefing.
- b. Competitors crossing the Finish Line below the minimum altitude shall be penalised.
- c. Notwithstanding 7.6.3 a, a competitor landing back at the airfield without crossing the Finish Line shall be deemed to have finished and shall be given as finish time the time at which his sailplane stopped moving, plus a penalty equal to 5 minutes.

## **7.7 LANDING**

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

**7.8 FLIGHT DOCUMENTATION** All flight documentation, including GNSS records shall be handed in immediately after landing to the specified email address. The Organisers may also require back-up documentation (.ftr file or elst) within 48 hours in case of doubts about the validity of the flight track.

## **PART 8 SCORING AND PENALTIES**

### **8.1 DEFINITIONS**

- a. **Race 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, interpolated to the nearest hundredth of second by using the last fix before crossing the line and the first fix after crossing the line.
- 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.

**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

- f. **Valid Day** - a Day shall be counted as a VSGP Day if:
- (i) A launch opportunity has been given to each competitor 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.

Note: The failure of a competitor to join a server due to a lack of preparation (landscape not installed, setup not ready...) shall not be taken into account as a failure from the Organisers to provide a launch opportunity. The organisers shall decline the responsibility about any internet issue that the competitor may encounter (servers excluded).

## **8.2 BASIC SCORING**

- 8.2.1 The **Scoring Time** of all finishers shall be their marking time plus any applicable penalty.
- 8.2.2 The **Scoring Speed** of all finishers shall be their **Marking Distance** divided by their **Scoring Time**.

## **8.3 PLACE SCORING FOR WORLD VSGP FINAL**

- 8.3.1 If there are at least 9 finishers, the day's fastest pilot receives 10 points, the second fastest pilot receives 8 points, the third fastest pilot receives 7 points and so on down to the ninth finishing pilot who receives 1 point.
- 8.3.2 If the number of finishers  $N_f$  is lower than 9, the fastest pilot receives  $N_f+1$  points, the second fastest pilot receives  $N_f-1$  points, the third fastest pilot receives  $N_f-2$  points and so on down to the last finisher who receives 1 point.  
*For example if there are only 3 finishers the first finisher receives 4 points, the second 2 points and the third one point.*
- 8.3.3 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.*
- 8.3.4 On the last designated competition day, the organisers shall give an additional 1 point bonus to the winner of the day. In case of a tie between two or more pilots, all the tied pilots will get an additional point.

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

### **8.4.1 Competition Day**

Dt = Task Distance  
Ts = Start Time



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VIRTUAL SAILPLANE GRAND PRIX RULES**

**8.4.2 Competitors**

D	=	Competitor's Marking Distance
Tf	=	Competitor Finish Time
T	=	Finisher's 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

**8.5 SCORING FORMULA - World VSGP**

**8.5.1 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:  $S = T$

**8.5.2 Daily Place Scores**

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

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

If a bonus point has been given on the last day it shall be added to the daily place score of the pilot receiving it:

$$P = P + 1$$

**8.5.3 Overall Place Scores**

For each pilot:  $O = P_1 + P_2 + \text{etc...}$

**TIEBREAK.** If two or more pilots have the same place score after the last Sailplane Grand Prix day, 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. In case this procedure does not help to break the tie, the speeds achieved every day will be added together and the faster pilot (the one having the higher total of speeds) shall be ranked higher.

**8.6 PLACE SCORING FOR QUALIFYING VSGP**

**8.6.1** If there are more than 22 pilots competing in the VSGP, the organisers shall use the 1000 points/day scoring formula. The day's fastest pilot always receives 1000 points.

**8.6.2** If the number of finishers  $N_f$  is lower than 50% of the pilots who started the race, the fastest pilot receives 500 points, the scoring formula below is then applied for all finishers.

**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

- 8.6.3 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.
- 8.6.4 On the last designated competition day, the organisers shall give an additional 100 points bonus to the winner of the day. In case of a tie between two or more pilots, all the tied pilots will get an additional 100 points.
- 8.6.5 Compared to SGP & World VSGP scoring, a pilot completing the task will always get points. There is no cut-off in points for the slowest finishers, to promote racing and encourage pilots to complete the task. Only pilots who would not finish the task (DNF), due to outlanding, or else (DNS), would get zero points.

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

**8.7.1 Competition Day**

Dt = Task Distance  
Ts = Start Time

**8.7.2 Competitors**

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

**8.8 SCORING FORMULA - Qualifying VSGP**

- 8.8.1 **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:  $S = T$

**8.8.2 Daily Place Scores**

For the winner of the day:  $Nf > 50\%$  P = 1000  
 $Nf < 50\%$  P = 500

For all finishers:  $Nf > 50\%$  P =  $1000/Nf \times RI$   
 $Nf < 50\%$  P =  $500/Nf \times RI$

If a bonus has been given on the last day it shall be added to the daily place score of the pilot receiving it:

$P = P + \text{bonus}$

**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

**8.8.3 Overall Place Scores**

For each pilot, the overall results will be calculated with the best 6 performances out of 7 races to cover the issues linked to virtual gliding, and guarantee a fair race for everyone.

For each pilot:  $O = P1 + P2 + \text{etc...}$

*e.g. If P3 is the 'worst' daily result, it will not be counted in the overall place score of the pilot.*

For this pilot:  $O = P1 + P2 + P4 + P5 + P6 + P7$

**TIEBREAK.** If two or more pilots have the same place score after the last Virtual Sailplane Grand Prix day, 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. In case this procedure does not help to break the tie, the speeds achieved every day will be added together and the faster pilot (the one having the higher total of speeds) shall be ranked higher.

**8.9 PENALTIES AND DISQUALIFICATION**

- 8.9.1 The VSGP 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 List of Approved Penalties below.
- 8.9.2 All penalties shall be expressed in time and added to the scores after they have been calculated according to section List of Approved Penalties.
- 8.9.3 If a pilot has been disqualified, he shall be scored as though he had not started.
- 8.9.4 Offences not covered by this list may be penalised at the VSGP Director's discretion in accordance with the provisions of the Sporting Code, General Section 5.2.
- 8.9.5 Penalties shall be listed on the score sheet of the Day on which the penalty was given.
- 8.9.6 In case of unsporting behaviour the VSGP director may penalise a pilot with a warning or deprive him from one position in the overall ranking for first offence. A second offence may be penalised by disqualification from the event.

**INTERNATIONAL GLIDING COMMISSION  
VIRTUAL SAILPLANE GRAND PRIX RULES**

**8.9 LIST OF APPROVED PENALTIES**

<b>Type of Offence</b>	<b>Penalty</b>
<b>Overweight - Wing Loading &gt; Maximum wing loading</b>	<b>5 minutes</b>
<b>Wrong or Missing Information</b>	
Documentation not complete	No launch
<b>Registration fee not paid</b>	<b>No launch</b>
Late submission of FR (World VSGP)	30 sec
Time interval between fixes > 1s	3 sec
<b>Incorrect Start</b>	
Time spent outside the Extended Start Area during the final 1 minute before the Start Line is open (WVSGP)	Time x 2
Start before the Start Line is open (WVSGP)	Time difference x 10
Start above maximum start altitude (WVSGP)	0 sec/meter for the first 5 meter, 2 sec/meter thereafter
<b>Start speed above 170 kph</b>	<b>5 sec/km/h in excess of 170 km/h</b>
Missing the start line by less than 500m (WVSGP)	5 minutes
Maneuvering in opposite direction or perpendicular to track of pilots attempting to cross the start line (WVSGP)	Day disqualification
<b>Incorrect Rounding of Turn Points</b>	
More than 0.50 km from turn point or area	5 minutes
More than 1.00 km from turn point or area	No control
Flying above max altitude in the observation zone of a Turn Point (if a maximum altitude has been set)	0 sec/meter for the first 5 meter, 2 sec/meter above the maximum altitude thereafter
<b>Incorrect Finish</b>	
Flying below the minimum altitude between the reporting point and the finish line. (WVSGP)	0 sec/meter for the first 5 meter, 2 sec/meter below the minimum altitude thereafter (measured at the lowest point)
Landing on the airfield but not crossing the finish line	5 minutes
<b>Dangerous or Hazardous Flying</b>	
<b>Cloud flying</b>	<b>30 minutes</b>
Circling in wrong direction in the start area before opening of the start (WVSGP)	30sec /right turn or right circle
Towing: early or late release/ pull-up before release	1 minute
Finish Line: hazardous manoeuvre	1 minute
Landing: incorrect landing lane	1 minute
Flying above the absolute altitude limit (defined at briefing) if excess altitude < 100m	0 sec/meter for the first 5 meter, 2 sec/meter above the maximum altitude thereafter
Flying above the absolute altitude limit (defined at briefing) if excess altitude > 100m	Outlanded at the entrance in the airspace
Entering restricted or closed airspace	Outlanded at the entrance in the airspace
<b>Mid-Air collision - Qualifying VSGP</b>	<b>10 minutes</b>
Mid-Air collision - World VSGP	Outlanding at the position of collision
Landing after legal daylight	Outlanded at the position of the sailplane at the expiry of the legal daylight
<b>Cheating or Falsifying Documents</b>	
Falsifying documents	Disqualifying
Attempt to obtain external help for finding lift from non competing sailplane or airplane	Day disqualification
Use of frequency other than the common frequency	5 minutes
<b>Intentional restart (&lt;5 min before line opening)</b>	<b>5 minutes</b>
Attempt to interfere with the tracking units	5 minutes
Use of any cheating device (software)	Disqualifying
<b>Other Violations</b>	
Unsporting behaviour	At VSGP Director discretion

## 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 VSGP a complaint may be made by a competitor to the VSGP 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 VSGP's Rules.
- 9.2.2 When dissatisfied with a penalty or the decision on a complaint made during the VSGP 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, together with the Protest Fee of **50 Euros**, shall be handed to the VSGP Director or his nominated Deputy, by the competitor before the briefing of the day after the publication of the decision against which the protest is made (or within 1 hour after this publication on the last day)

### 9.3 TREATMENT OF PROTESTS

- 9.3.1 The VSGP 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 VSGP Director.
- b. The Referee shall hear both sides on the matter of any protest, correctly applying the Rules for the VSGP and appropriate FAI Regulations. In considering the protest the Referee shall be provided with access to all persons and information to assist in their considerations.
- c. The VSGP Director is bound by the decision of the Referee.
- d. The protest fee shall be returned only 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 corrected following verification of flight records from all pilots receiving points and including penalties.
- c. Final Results: Unofficial results corrected after expiry of the protest time and after all protests have been dealt with to include the Consequences all decisions on these protests made by the Referee.

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 VSGP Director or his nominated Deputy.

*A short prizegiving ceremony, based on unofficial results, should be organised daily, no later than one hour after the arrival of the three first pilots.*

### 10.2 VALIDITY OF THE RESULTS

10.2.1 The cumulative scores of the Virtual Sailplane Grand Prix shall be final only after the Referee has confirmed their validity. They will be published before the Prizegiving is held.

10.2.2 The Results of the Grand Prix are valid if there were at least 2 valid races.

## **ANNEX 1: LOCAL PROCEDURES**

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

The Local Procedures shall be submitted to the FAI Virtual Gliding Group for approval no later than two months before the Opening Ceremony.

They are always subordinate to the Grand Prix rule and shall not duplicate rules already contained in this document.

They shall contain the following information:

- A. General informations
  - 1. Location of the event
  - 2. Time schedule - Servers
  - 3. Entry fee
  - 4. Competition Officials
  - 5. Contacts
  
- B. Technical requirements
  - 1. Class of Sailplane - limitations
  - 2. Landscape used
  - 3. Servers
  - 4. Livestreaming
  
- C. General Flying Procedure
  - 1. Map of the airfield
  - 2. Units of measurement
  - 3. Single Frequency to be used
  - 4. Carriage of tracking units
  
- D. Gridding (if applicable)
  - 1. Organisation of the grid
  - 2. Requirements for discharging of water ballasts on the grid
  
- E. Launch procedure
  - 1. Procedure for motor gliders if they are accepted
  - 2. Release areas
  - 3. Release
  - 4. Re-lights (re-launch)
  
- F. Finish Procedure
  - 1. Arrival announcement
  - 2. Mandatory Reporting points (if any)
  - 3. Procedure for direct landings
  - 4. Procedure for speed finishes
  - 5. Minimum altitude/height restrictions.
  
- G. Outlanding
  - 1. Outlanding form (if applicable)
  
- I. Scoring
  - 1. Delay for handling of flight documents
  - 2. Handling of IGC files in electronic form
  - 3. Official elevation of the airfield in Meters