

Competition Rules BAF

HANG GLIDING

2025 Edition
Effective 1 May 2025

**Approved by
the 1st General Assembly of the
BAF Airsports Federation
on 6/4/2025**

1.REGISTRATION

The competitors shall report to the Registration office (as per schedule) to have their documents checked and to receive supplementary regulations and information.

The following documents must be presented

- Passport
- 3rd Party Liability Insurance
- Certificate of Insurance for medical care and repatriation.
- Evidence of competitor's nationality (passport)
- Pilot's national rating qualifications or IPPI
- Satisfactory evidence of glider airworthiness – Prototype gliders are not allowed
- At least one GPS compatible to the BAF -FAI's FS scoring program

2. TAKE-OFF METHODS

2.1. Foot launch from hill sites

Type of launching – open window (free take-off without any set launch order).

Pilots in launch lanes must be completely ready and intending to launch.

Pilots who are ready and who wish to move into a launch lane must give their pilot number/name to the launch official who will be recording the launch order for fairness. In the event of a "push," the pushing pilot's number will be recorded and no other pilot may enter the launch lane ahead of the pusher. At the meet director's discretion, point penalties may be given to pilots not adhering to launch rules.

2.2. Push Rule

The take off "push" system will be used. Only pilots in their harnesses and ready to take off and in the launch lane are allowed to push.

Pilots ahead of the pusher will have 60 seconds of launchable wind to launch otherwise, if they don't launch, they must queue behind all pilots remaining to launch.

The pusher has no decision time on launch and must launch within 60 seconds (of uninterrupted launchable wind) or score zero for the day.

2.3. Overcrowding

In the event of dangerous overcrowding in the air around launch the competition director may close the launch temporarily until congestion has eased.

3. WAYPOINTS

3.1. START CYLINDERS

Cylinder starts will be used and these may be either entry or exit.

The type of start and the dimensions may vary from task to task and will be specified at each task briefing

3.2. Turn direction

A daily turn direction up to and in the start gate cylinder will be used.

3.3. Turn points

Turn Points will be cylinders of 400m radius unless otherwise specified at the task briefing . In the interests of safety, a turn direction at turn points may be specified at the daily task briefing.

A pilot may not take a start gate again once he/she has taken a task turnpoint.

3.4. Goals

Goals (not the end of speed section) will be a virtual cylinder of 200m/radius, centred on the goal coordinates, unless otherwise specified at the task briefing.

At the Organizers discretion, there may be a physical line with wind indicators at each end placed over the virtual line co-ordinates as a flight reference for pilots.

All pilots who land at the goal field must report to the Landing Official of their landing

4. LAUNCHING AND REFLIGHTS:

4.1. Number of starts

Competitors may take-off more than once only within the OPEN WINDOW time, as long as the start gate has not been taken, that they land in the official landing field, advise the Landing Official of his landing and the Meet Director and Launch Official prior to taking off again.

4.2. Failed take off

A failed take-off attempt or safety problem arising immediately after take-off which results in a landing at take-off will not count as one of the permitted number of take-offs.

Pilots must report to the Landing Official before the second take-off attempt.

4.3. Start permission

Pilots may not enter the start lanes unless they are fully ready to fly.

At no stage is a pilot permitted to launch without having been given permission by the launch official, following a hang check by him.

4.4. Sign in out

In the interests of safety all pilots who intend to fly for the day must sign a SIGN IN sheet before launching (this will be up at launch) and also SIGN OUT again at HQ after the task, also if the task has been stopped. Penalty points may be applied for failure to follow this rule.

5. TASK PERIOD

5.1. Timing

Times of window open for take-off and time for the closing of the window, turn points and last landing will be displayed on the taskboard.

An extension may be used (for example) when the launch official/meet director deems conditions are unsuitable for launching or when launch has been closed due to an accident.

5.2. Launch validity

The minimum period of time that the launch window will remain open for the day (launch) to be considered valid is 2 minutes per pilot.

6. SCORING AND FLIGHT VERIFICATION

6.1. Scoring and Track verification will be done using FS (Flight Software) developed for the CIVL using the GAP 2016.

6.2. GPS set up

WGS 84, hddd,mm.mmm' (degrees, minutes, decimal minutes) offset: + 03:00 (hours).

Pilots may use any model of 3D GPS unit that is compatible with the CIVL FS flight verification software to be used at this event. This includes any 3D GPS that can be downloaded using GPSdump.

See <http://www.gethome.no/stein.sorensen/> for a list of supported GPS units. Pilots with other models may be required to provide hardware, software and methodology for downloading.

6.3. Track logs

GPS track log evidence is the ONLY way to verify and provide data for flights for scoring. Track logs will be used to verify any infringements.

Pilots have to provide their own cable if they use Aircotec instruments.

To be considered valid, the GPS track log has to comply with the current requirements in Section 7A of the FAI Sporting Code.

6.4. Stopped tasks

Scoring a stopped task. A task which has been stopped but not cancelled shall be scored from the GPS TRACK LOG POSITION at the moment that the task was STOPPED.

The task will be scored if 45 minutes have elapsed from the start of the START GATE.

Pilots who do this when the task has not been stopped or cancelled will be penalised at the Meet Director's discretion.

6.5. landing forms

Pilots must also report back after stopped tasks.

6.6. Aiding a pilot

A pilot who lands (or limits his flight) to assist another pilot in distress shall be scored for the day. This score shall be the average

day- weighted of what he scored in the previous rounds, or the average pilot score if this happens on the first task.

However, as the meet progresses that score will change to take into account his average day- weighted scores of the whole meet so the score will be adjusted after each task.

7. PENALTIES

7.1. Cloud flying

Cloud flying by competitors is FORBIDDEN

7.2. Controlled Airspace:

Pilots are expected to familiarise themselves with all controlled airspaces in the vicinity of course lines from the maps supplied.

Penalties for infraction of airspace.. The onus is on the pilot at all times to prove that he/she has not infringed on airspace

7.3. Instructions from officials:

Failure to follow directions from meet officials as soon as possible after they are given may result in penalties being applied at the Meet Director's discretion

7.4. Abusive behaviour towards meet officials or other competitors will not be tolerated and penalties may be applied at the Meet Director's discretion

7.5. Reporting back late: For each task there will be a latest reportback time stated. For safety reasons, pilots who have not notified organisers of their landing by this time will lose 10% of their day score for a first infringement, 50% for a 2nd infringement and will score zero for any further infringements (unless a reasonable explanation is offered as soon as possible to the meet director).
Penalty points may also be given for late GPS downloads.

7.6. REST DAYS

The Competition Director may declare a rest day after not less than four days of consecutive flying, unless this is the last day of the competition 7.7. WIND SPEED The maximum wind speed in which a task shall be flown is 40km/hr (including gust readings). This shall be measured at take-off.

The Meet Director will make the decision regarding suitability or not.

8. COMPLAINTS AND PROTESTS

The scorer shall publish provisional task results in the evening of the day the task was flown. When this is not possible (late retrievals), they will be published as close to 8.00am of the next day as possible.

Competitors are recommended to request correction of mistakes as soon as possible but not later than 9.00am of the next day.

A complaint in writing in English may be made to the Comp' Director, preferably by the Team Leader to request a correction as soon as possible but no later than 9.00am of the next day.

If the complainant is not satisfied with the outcome, the Team Leader or pilot may make a protest in writing in English to the Competition Director.

As soon as possible but not later than 10.00 am of the next day On the last competition day the time schedule is adjusted according to the PROGRAMME published at the beginning of these regulations.

The protest is examined and decided upon by the Jury within 2 hours of submission.

9. Organization of the BALKANIADA Championship - daily lunch pack, water etc., free camping at headquarters -free entry to closing ceremony party -free entry to any other parties organized
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