

FORMULA 1.0 GP - RULES

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The following rules are a modified version of the SGP Rules V7.0.

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1. PART 1 - GENERAL

1.1. DEFINITION

- 1.1.1. Formula 1.0 Grand Prix - A Grand Prix format event designed around the Australian Unballasted Handicap point of 1.0, allowing for a handicap bracket above and below

1.2. OBJECTIVES

- 1.2.1. To make gliding competitions more easy to understand and more attractive for the public and the media
- 1.2.2. To promote world-wide expansion of the public image of soaring
- 1.2.3. To foster friendship, cooperation, and exchange of information among soaring pilots of all nations
- 1.2.4. To encourage the development of safe operational procedures, good sportsmanship, and fairness in the sport of soaring

1.3. GENERAL REQUIREMENTS

- 1.3.1. The Formula 1.0 shall be controlled in accordance with the FAI Sporting Code General Section, Section 3 (Gliders & Motorgliders) and with this document
- 1.3.2. 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 (refer to 10.2 in the case of a tie).
- 1.3.3. The total duration of the competition will be a maximum of 9 Contest days.

1.4. ELIGIBLE SAILPLANES

- 1.4.1. The following sailplanes are eligible to compete in the Formula 1.0 Grand Prix :
 - 1.4.1.1. Jantar Standard 3
 - 1.4.1.2. Jantar Standard 2
 - 1.4.1.3. Jantar Standard (SZD-41A)
 - 1.4.1.4. LS1 (A,B,C,D,F)
 - 1.4.1.5. Marianne
 - 1.4.1.6. Standard Cirrus
 - 1.4.1.7. DG-100
 - 1.4.1.8. Hornet
 - 1.4.1.9. Open Libelle
 - 1.4.1.10. ASW-15B

- 1.4.1.11. Standard Libelle
- 1.4.1.12. Cobra 15
- 1.4.1.13. Astir CS
- 1.4.1.14. Astir CS 77
- 1.4.1.15. HP-14

1.5. RESPONSIBILITIES OF THE ORGANISERS

- 1.5.1. The Organisers shall pay due regard to safety and fairness in all aspects of the Formula 1.0 GP
- 1.5.2. The Organisers shall provide :
 - 1.5.2.1. All facilities necessary for the satisfactory operation of the Grand Prix
 - 1.5.2.2. Each competitor with Local Procedures no later than one month before the event
 - 1.5.2.3. Each competitor with all complementary information upon arrival at the Contest site, turn, and control points, and an electronic version of the start, Turnpoint and control point data base in the most usual file formats for Turnpoint data files, and
 - 1.5.2.4. Full meteorological information during the Contest, access to which shall be available to competitors and assistants in addition to briefing material supplied to the competitors.
- 1.5.3. The Organisers shall perform doping controls in accordance with FAI Rules and National Requirements.

2. PART 2 - FORMULA 1.0 GRAND PRIX OFFICIALS

2.1. THE CONTEST DIRECTOR

- 2.1.1. The Contest Director:
 - 2.1.1.1. is in overall operational charge of the Contest
 - 2.1.1.2. is responsible for good management and the smooth and safe running of the Contest
 - 2.1.1.3. or nominated Deputy shall personally be available at the Contest site at all times while Contest flying is in progress.
 - 2.1.1.4. shall make operational decisions in accordance with rules of the Formula 1.0 GP. Decisions shall be published without delay in writing.
 - 2.1.1.5. shall penalise or disqualify a competitor for misconduct or infringement of the rules in accordance with the requirements of 8.6 and the penalty list at 8.7.
 - 2.1.1.6. shall give evidence to the Referee if requested.

- 2.1.1.7. shall publish the officially accepted entry list and issue daily results with the minimum of delay.

2.2. ELECTED OFFICIALS

- 2.2.1. At the mandatory initial briefing, the following Contest officials will be elected by pilots in attendance, from the pilots in attendance:
 - 2.2.1.1. REFEREE - The referee shall be responsible for ensuring the Formula 1.0 Contest is being operated in accordance with the rules, and that all scores are fair and correct.
 - 2.2.1.2. SAFETY COMMITTEE - 3 pilots will form the Safety Committee, with one as chair. These pilots will liaise with the Contest Safety Officer to ensure that pilot airmanship is of a sufficient standard, and will apply warnings, penalties, and expulsion from the event as they see fit.
 - 2.2.1.3. PROTEST COMMITTEE - 3 pilots will form the Protest Committee, with one as chair.

2.3. SAFETY OFFICER

- 2.3.1. The Safety Officer will ensure that the operation of the event is conducted in a safe manner, and will liaise with the elected Safety Committee as described in 2.2.1 b.to apply penalties as necessary.

3. PART 3 - PILOTS

3.1. SELECTION

- 3.1.1. Aside from issues relating to proficiency (see 3.3), completion of qualification events is not required.
- 3.1.2. Entry to the Formula 1.0 Grand Prix is available to all suitably qualified pilots.
- 3.1.3. Competitors and crew members, by virtue of entering, agree to be bound by these Rules and the Local Rules issued for the Formula 1.0 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 in accept without reservation any consequences resulting from the event.

3.2. ENTRIES

- 3.2.1. Entries must be completed on the official web based entry form, and accompanied by the entry fee in full. Incomplete entry forms or those

containing inaccurate information shall not be accepted. The entry fee amount shall be specified in the local rules.

- 3.2.2. The entry fee shall cover all operational costs during the Formula 1.0 GP. A competitor who withdraws from the event shall be entitled to a refund prior the date specified in the local rules. Beyond this date, the Organisers may allow a refund at their discretion. Entry fees will be refunded if the event does not take place.
- 3.2.3. A maximum of 40 entries shall be allowed.

3.3. PILOT CRITERIA

- 3.3.1. Entry to the Formula 1.0 Grand Prix is available to all pilots who have previously attended a State or National level competition, or who have written authority from their CFI as having a level of proficiency at a suitable standard.

3.4. REGISTRATION

- 3.4.1. Registration details shall be specified in the local rules. After the close of registration, no change to 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 have been met.
- 3.4.2. Pilots are required to display proof of :
 - 3.4.2.1. Annual Check Flight within the previous 12 months
 - 3.4.2.2. A current Sailplane Maintenance Release
 - 3.4.2.3. Proof of Competition Finish Endorsement (optional)
- 3.4.3. Pilots are required to certify that :
 - 3.4.3.1. They have an operating Flarm device
 - 3.4.3.2. Their parachute has been repacked within the required timeframe.

4. PART 4 - TECHNICAL REQUIREMENTS

4.1. SAILPLANES AND EQUIPMENT

- 4.1.1. The competitors shall provide sailplanes, trailers, retrieve cars, and other equipment, including Flight Recorders, radios, parachutes, and survival equipment of a performance and standard suitable for the event.
 - 4.1.1.1. The airworthiness, safety, and safe operation of competing sailplanes and any associated equipment and vehicles, as appropriate, shall be the responsibility of the competitors at all times.

- 4.1.1.2. Each occupant of a competing sailplane shall use seat belt and shoulder harness and wear a serviceable parachute on each Formula 1.0 flight.
- 4.1.1.3. Each aircraft shall contain a functioning FLARM device.
- 4.1.1.4. IGC approved flight recorders are not required, providing the device in use is capable of recording pressure altitude. The use of the term “GNSS Flight Recorder” or “GNSS FR” in this document does not require that device to be IGC approved.
- 4.1.2. Each competing sailplane must have a valid Certificate of Airworthiness or Permit to Fly not excluding competition flying and shall be flown within the limitations of this Certificate of Airworthiness or Permit to Fly.
- 4.1.3. Damage to a sailplane must be reported to the Organisers without delay. A damaged sailplane may be repaired. The following items may be replaced instead of being repaired: control surfaces; the complete horizontal stabiliser; airbrakes or flap surfaces; canopy; undercarriage gear and doors; propellers; non-structural fairings, wing tips and winglets but not the entire outer wing panels. If the damage was no fault of the pilot, the whole sailplane or any part of it may be replaced with the consent of the Contest Director. Landing damage is normally assumed to be the fault of the pilot.
- 4.1.4. A competitor involved in a collision in the air shall not continue the flight but land as soon as practicable. Both pilots shall be scored as having virtual outlandings at the position where the collision occurred.

4.2. AIRCRAFT WEIGHT

- 4.2.1. No water ballast is to be carried. Additional weight or ballast which is not required for safe operation of the aircraft is not permitted. Competitors may be required to cycle their aircraft dump valve to display to the Organisers that they are not carrying water ballast.

4.3. AIRCRAFT IDENTIFICATION

- 4.3.1. Sailplanes must display registration letters in accordance with Australian law.
- 4.3.2. The Organisers may require competitors to display transfer logos and advertising banners on their sailplanes.

4.4. TRACKING SYSTEMS

- 4.4.1. The Organisers require competitors to carry data recorders, cameras, and data transmitters to provide position information and video pictures to be broadcast via the Internet and television media. Pilots must agree to carry

this equipment on board. Any interference with these units in order to prevent them from working properly is prohibited and may be penalised.

5. PART 5 - GENERAL FLYING PROCEDURES

5.1. GENERAL

- 5.1.1. Cloud flying and unauthorised aerobatics are prohibited. Any manoeuvres hazardous to others shall be avoided.

5.2. BRIEFING

- 5.2.1. A briefing will be held each morning, during the practice and Formula 1.0 flying periods, where full meteorological and operational information appropriate to the task of the day and the airfield shall be given.

5.3. EXTERNAL AID TO COMPETITORS

- 5.3.1. The following limitations are imposed so that the Formula 1.0 shall, as far as possible, be directly between the individual competitors, neither controlled nor helped by external aid.
- 5.3.2. Radios are for voice transmissions between pilots, and pilots and Organisers. Any other data transmission between competitors, or between them and the ground, is prohibited except as required:
 - 5.3.2.1. By the Organisers
 - 5.3.2.2. For safety purposes
 - 5.3.2.3. For anti-collision warning.
- 5.3.3. The Organisers shall designate a common radio frequency where all transmissions will be made during the Contest. All pilots shall remain on this frequency except when operationally required to be on another frequency (eg CTAF). Non-compliance may be penalised.
- 5.3.4. Leading, guiding, or help in finding lift by any non-competing aircraft is prohibited. Competing sailplanes abandoning their task must land or return to the Formula 1.0 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 GNSS flight recorders (FR).
 - 5.4.1.1. At least one GNSS FRs must be used. If two recorders are used, one shall be designated to the Organisers as the primary recorder and the other one as a back- up. The Organisers shall be informed of any change of equipment including the designation of the primary FR. Non-compliance shall be penalised.

- 5.4.1.2. GNSS FRs recording intervals shall be set to 3 sec or less. Noncompliance may be penalised.
- 5.4.1.3. FRs shall be switched on for at least two minutes before take off to establish an altitude baseline. For motor gliders having an MoP capable of being started in flight (including sustainer MoP) a test run during flight on the first Contest day or the last practice day shall be required to prove the ENL of the flight recorder works. The FR must remain switched on following an engine run on the ground.
- 5.4.1.4. The Organisers shall require the flight record from the backup FR only in the event that the primary FR fails.
- 5.4.1.5. 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.
- 5.4.2. Penalties shall be imposed by the Organisers for unauthorised interference with the GNSS equipment, data, or internal program.

6. PART 6 - TASKS

- 6.1. The Organisers shall set a number of Turnpoints in a sequence. The minimum length of a Formula 1.0 Task shall be 50 km.
- 6.2. After the opening of the Start Line, the competitor shall cross the Start Line and complete the task by passing through these Turnpoints, in the sequence designated by the Organisers, and returning to the Contest site in the shortest time.
- 6.3. The Organisers may give two tasks on the same day provided all competitors complete the first task. If they intend to do so they shall announce their intention at the first briefing of the day.
- 6.4. On any given Contest day, each competitor will be provided with a task sheet containing the variable Turnpoint sizes for this Contest day. Variable Turnpoint sizes are a function of each sailplanes' handicap. Competition tasks will contain at least one variable Turnpoint. The final Turnpoint each day will be one of the nominated 'Funnel' Turnpoints.

7. PART 7 - PROCEDURES

7.1. THE LAUNCH GRID

- 7.1.1. The grid order will be contained on the daily task sheet. Sailplanes must be on the grid at the time specified by the Organisers. Only sailplanes on the grid by the nominated time shall affect the timing of the start.

7.2. LAUNCHING

- 7.2.1. The beginning of the launching period will be announced at briefing. The release height and position shall be announced prior to the first take off. The release altitude should be as close as possible to the start altitude, especially in weak conditions.
- 7.2.2. If a sailplane or pilot is not ready to be launched due to a fault by the Organisers, the launch shall not be commenced.
- 7.2.3. If a competitor postpones their first launch on their own initiative, or they are not ready when their turn comes up, they shall be launched after the main launch for their group is complete.
- 7.2.4. If a competitor has to be relaunched because of a failed take-off or a failure of the towplane resulting in jettisoning or premature release of a sailplane he/she shall be relaunched immediately provided he/she reports to the launch point without delay.
- 7.2.5. If a competitor requires an additional launch for any other reason, they shall be relaunched immediately after the launch of their group is complete, and shall be released in the nominated release area, at the nominated release altitude. If several competitors require a relaunch they shall be relaunched in the same order they landed.
- 7.2.6. Once launching has started, the Organisers may suspend towing if it is dangerous to continue.
- 7.2.7. Procedures for Motor Gliders
 - 7.2.7.1. Motor gliders may self-launch or launch by aerotow. The Organisers shall describe the launch procedures at the briefing.
 - 7.2.7.2. If they self-launch, their MoP must be shut down in the designated release area below the maximum release altitude.
 - 7.2.7.3. 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 where they started their MoP.

7.3. STARTING

- 7.3.1. Definitions

- 7.3.1.1. Start Line – a straight line, of 5km length, perpendicular to the track to the first Turnpoint.
- 7.3.1.2. Extended Start Line - the start line extended on both sides to the infinite.
- 7.3.1.3. Start Area - the half circular area with of 2.5km radius located "behind" the Start Line opposite to the first Turnpoint.
- 7.3.1.4. 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 line and the altitude at the first fix after the line.
- 7.3.1.5. Start Point – the centre of the Start Line. The Start Point should normally coincide with the Goal defined in 7.6.1.2
- 7.3.1.6. Start Speed - The maximum ground speed at which the start line may be crossed. This speed is 90 knots. On the flight record, the ground speed shall be measured by dividing the distance between the last fix before the line crossing and the first fix after the line crossing by the time interval between the two fixes.
- 7.3.2. Starting Procedures
 - 7.3.2.1. The Organisers shall 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.
 - 7.3.2.2. 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.
 - 7.3.2.3. During the last 5 minutes before the opening of the Start Line, circling, or turning (by more than 90 degrees) to the left is prohibited in the start area. Non compliance shall be penalised.
 - 7.3.2.4. 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.
 - 7.3.2.5. 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.
 - 7.3.2.6. A pilot starting before the opening of the Start Line shall be penalised.
 - 7.3.2.7. A pilot flying back to the Start Line (in a direction opposite to the normal start direction) within 2 minutes after the opening of the

Start Line shall be disqualified for the day (risk of head on conflict with the other gliders).

- 7.3.2.8. A competitor landing back to the airfield after having started may be relaunched. They shall be released directly in the Start Area at the nominated Start Altitude. They do not need to stay behind start line for one minute and may start immediately but must cross the start line below the start altitude and within the speed 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.
- 7.3.2.9. If competitors have been split into multiple groups (see [Part 11 - Groups](#)), there must be a minimum of 30 minutes between start times.
- 7.3.3. Radio Procedures - the following radio messages will be made by the Organisers:
 - 7.3.3.1. At least 20 minutes before the opening of the start line: "The Start Line will be opened at x Hour and the maximum start altitude is XXXX ft " (altitude expressed in QNH).
 - 7.3.3.2. At 10 minutes before the start: "The Start Line will be opened in ten minutes. The maximum start altitude is XXXX ft. Pilots must be behind the Extended Start line in 9 minutes".
 - 7.3.3.3. At 5 minutes before the start: "The Start Line will be opened in five minutes, the maximum start altitude is XXXX feet. From now on, turns to the left are prohibited in the start area. Pilots must be behind the extended start line in 4 minutes"
 - 7.3.3.4. 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"
 - 7.3.3.5. 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."
 - 7.3.3.6. One minute before the start: "The Start Line will be opened in one minute"
 - 7.3.3.7. 30 seconds before the start: "The Start Line will be opened in 30 seconds"
 - 7.3.3.8. 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 Turnpoint after the Start Line has been opened.
- 7.3.5. Circling Direction after the start - for safety reasons, the Organisers may impose a common thermalling direction up to a given distance from the start. The thermalling direction will always be to the right, at a distance from the start line to be optionally specified at briefing.

7.4. TURNPOINTS

7.4.1. Definitions

- 7.4.1.1. For a non variable Turnpoint, the observation zone shall be a circle of radius 0.5km, centred on the Turnpoint. For variable Turnpoints, the observation zone shall be a circle of radius specified on the task sheet, for the handicap applicable to each competitor.
- 7.4.1.2. The variable Turnpoint circles for a given handicap are calculated using the following formula :
 - 7.4.1.2.1.
$$\text{Task distance} \times (\text{highest handicap} - \text{given handicap}) / (\cos(0.5 \times (0.01745 \times \text{track heading difference}))) + (\cos(0.5 \times (0.01745 \times \text{track heading difference})))$$
 - 7.4.1.2.2. In this example, there are 2 variable Turnpoints. Track heading difference refers to the bearing difference in degrees between the track in, and track out of a Turnpoint.

7.4.2. Turnpoint Procedure - The pilot must have at least one GPS fix inside the observation zone of the Turnpoint.

7.4.3. Validity of Turnpoints - If there is no proof that the competitor passed through the Observation Zone the rounding of the Turnpoint shall be validated if the competitor was within 500 m of the boundary of the Observation Zone, but a penalty shall be applied.

7.5. OUTLANDING

- 7.5.1. The starting of a motorglider's MoP, except as allowed by 5.4, or a complete failure of both GNSS FRs, is regarded as an outlanding.
- 7.5.2. 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.
- 7.5.3. 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.
- 7.5.4. After landing out, the competitors shall inform the Organisers without delay by giving their position (co-ordinates). Non-compliance shall be penalised.
- 7.5.5. The Organisers shall assist competitors and crews in every possible way to locate outlanded sailplanes.

7.6. FINISHING

7.6.1. Definitions

- 7.6.1.1. Finish Line - a straight line, of 1.0 km length, at the elevation of the airfield and clearly identified on the ground.
- 7.6.1.2. Goal - the centre of the Finish Line.
- 7.6.1.3. The Organisers shall set a final 'Funnel' Turnpoint to align the gliders before finish. This funnel turnpoint is exactly 10km from the finish line.

7.6.2. Finish Procedures

- 7.6.2.1. Competitors shall announce their rounding of the Funnel Turnpoint on the Finish Line frequency as specified at briefing, with a 'XX, 10 kilometres' call.
- 7.6.2.2. Competitors shall announce when they are 5km from the Finish Line on the Finish Line frequency.
- 7.6.2.3. The Organisers shall repeatedly announce strength and direction of the wind, together with other significant meteorological data at the Contest site.
- 7.6.2.4. 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.
- 7.6.2.5. Pilots conducting competition finishes must be qualified to do so. (see 3.4.2.3)
- 7.6.2.6. A minimum altitude shall be set to a minimum of 100 feet 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.

7.6.3. Validity of the Finish

- 7.6.3.1. A finish is valid if the sailplane crosses the Finish Line, unassisted, in the direction specified at briefing.
- 7.6.3.2. Any finish not conducted in a manner deemed safe by the Safety Officer will result in a warning, penalty, or expulsion from the event.
- 7.6.3.3. Notwithstanding 7.6.3.1, 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

- 7.7.1. The landing procedures shall be detailed at the briefing.

- 7.7.2. 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.

7.8. FLIGHT DOCUMENTATION

- 7.8.1. All flight documentation, including GNSS records shall be uploaded to the specified website immediately after landing. The Organisers may also require backup documentation within 30 minutes of making the request.

8. PART 8 - SCORING AND PENALTIES

8.1. SCORING PARAMETERS

- 8.1.1. As per Part 11, the competitors may be split into multiple groups if the number of Contest entries reaches a threshold. In the event that this threshold has not been reached, the event shall be scored as per Group A.
- 8.1.2. Allocation of Points
 - 8.1.2.1. Day Winners - refers to the points awarded to the verified winner of each group:
 - 8.1.2.1.1. Group A - 10 Points
 - 8.1.2.1.2. Group B - 7 Points
 - 8.1.2.2. Winner's Bonus - refers to how many points more than second place the winner receives:
 - 8.1.2.2.1. Group A - 1 Point
 - 8.1.2.2.2. Group B - 1 Point
 - 8.1.2.3. Beyond second place, the points awarded shall decrease 1 point per place, until zero is reached. Negative scores shall not be awarded

8.2. PENALTIES

- 8.2.1. Penalties shall be imposed by the Contest Director, Safety Officer, or Safety Committee for infringement of, or noncompliance with, any Rule or Local Procedure. The severity of the penalties ranges from a minimum of a warning to disqualification as appropriate for the offence. The penalties imposed shall be in accordance with the appropriate list of penalties stated in Section 8.3 below.
- 8.2.2. All penalties shall be expressed in seconds, and added to the scores after they have been calculated according to section 8.3 below.
- 8.2.3. If a pilot has been disqualified, they shall be scored as though they had not started.

- 8.2.4. Offences not covered in this list may be penalised at the Contest Director or Safety Officer's discretion.
- 8.2.5. Penalties shall be listed on the score sheet of the Day on which the penalty was given.
- 8.2.6. In case of dangerous flying, cheating, or unsportsmanlike behaviour, the Contest Director may give a yellow card (warning) or red card (disqualification) in addition to any standard penalty.

8.3. LIST OF APPROVED PENALTIES

- 8.3.1. The term 'multiplier' refers to the number that shall be multiplied by the number of measurement units of the infringement (see Appendix 1)

9. 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 Formula 1.0 GP a complaint may be made by a competitor to the Contest Director or nominated Deputy. Such complaint shall be dealt with expeditiously.

9.2. PROTESTS

- 9.2.1. Protests may not be filed against the Formula 1.0 Rules.
- 9.2.2. When dissatisfied with a penalty or the decision on a complaint made during the Contest a competitor has the right of protest to the Referee.
- 9.2.3. Such protest shall be made in writing, in English, and shall contain the following elements:
 - 9.2.3.1. It shall refer to the decision, against which the protest is lodged
 - 9.2.3.2. It shall include reasons for the protest, and the remedy sought.
- 9.2.4. A Protest, together with the Protest Fee of \$50, shall be handed to the Contest 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 Contest Director shall deliver a protest to the Referee without delay.
 - 9.3.1.1. The Referee shall give their decision within 24 hours (as soon as possible on the last day) of receiving the protest from the Contest Director.
 - 9.3.1.2. The Referee shall hear both sides on the matter of any protest.

- 9.3.1.3. The Contest Director is bound by the decision of the Referee.
- 9.3.1.4. The protest fee shall be returned only if the protest is upheld, or is withdrawn prior to the hearing by the Referee.

10. PART 10 - RESULTS

10.1. RESULTS

- 10.1.1. Definition of status of results:
 - 10.1.1.1. Preliminary Results: Performances before any verification;
 - 10.1.1.2. Unofficial Results: Preliminary results corrected following verification of flight records from all pilots receiving points and including penalties;
 - 10.1.1.3. 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. A short prize giving ceremony based on unofficial results will be organised daily. Attendance for winning pilots is mandatory. The time for this ceremony will be announced at daily briefing.

10.2. VALIDITY OF THE RESULTS

- 10.2.1. The cumulative scores of the Formula 1.0 Grand Prix shall be final only after the Referee has confirmed their validity.

11. PART 11 - GROUPS

11.1. DEFINITIONS

- 11.1.1. Group - A number of pilots sharing the same start line opening time, and being scored relative to each other.
- 11.1.2. Group Threshold - The maximum number of pilots for each group
- 11.1.3. Group Titles - The Groups will be referred to as Group A, and Group B.

11.2. PURPOSE

- 11.2.1. As Grand Prix format events require competitors to share the same start line at the same time, there is potentially more risk of a midair collision. To ease this risk, once the group threshold has been reached the competitors shall be split into multiple groups for launching, starting and scoring purposes.

11.3. FORMING OF GROUPS

- 11.3.1. A Group Threshold of 16 pilots shall be allowed with a maximum of 2 groups per event.
- 11.3.2. In the event that this threshold has been reached, on the first day of the event the competitors shall be split randomly into 2 groups using a non-biased computer program. At the conclusion of this day, the winners of each group will be awarded points as specified for Group A.
- 11.3.3. On subsequent Contest days, the groups will be disbanded and reformed based on the new aggregate points of each pilot, with Group A containing competitors with an aggregate score in the top half of competitors. If there are an odd number of pilots, group A will contain one more pilot than group B.
- 11.3.4. In the event of a tie between pilots at the boundary between groups, the pilot with the overall lowest elapsed time to date shall be awarded a higher position.

Appendix 1

LIST OF APPROVED PENALTIES

Offence Type	Unit	Multiplier	Example
Started before gate opened	Metres	10	Started 5 seconds early = 50 second penalty
Missed Turnpoint by less than 500 metres	Metres	2	Missed Turnpoint by 100 metres = 200 second penalty
Started above maximum start altitude	Feet	2	Started 100 feet above maximum start height = 200 second penalty
Start speed above 90 knots	Knots	10	5 knots over = 50 second penalty