

# **Belgian Paragliding Open 2020 Competition Rules**



**Belgian  
Paragliding  
Open**

Laragne **2020**

Belgian Paragliding Open 2020 competition is run according to the General Section and Section 7 of the FAI Sporting Code. References to Section 7 refer to the latest edition of this Code which can be found at <http://www.fai.org/fai-documents>. This document supersedes section 7 and is in place to promote pilot safety and improve the sporting nature of the events.

**Safe flying:** All pilots fly under their own responsibility. It is each pilot's responsibility to take all necessary actions to maintain their own safety during the competitions, and to ensure that they do not act in any way that might endanger any other pilots during the competition. It is a condition of entry to the Belgian Paragliding competitions for all pilots to accept without restriction to hold the organizers and Belgian Competitions Panel blameless, and waive all claims to compensation.

**Sportsmanship:** The purpose of the Belgian Paragliding Open 2020 is to provide a sporting, fair, competitive and safe contest, in order to determine event and Championship winners and to reinforce friendship among competitors and pilots from visiting nations.

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## **1. SPORTING BEHAVIOUR**

### **1.1 Behavior**

Competitors not behaving in a safe and sporting manner will be penalized and may be disqualified.

### **1.2 Abuse**

Any Verbal or Physical abuse of any of the competition officials will be dealt with according to the FAI rules concerning stewards and jury members.

## **2. EVENTS**

The Belgian Paragliding Open 2020 is run as an Open FAI category 2 event and will have an "Open Competition" winner.

### **2.1 Events**

It's a one-week event with 6 task days, registration will take place on the day before the first task. The prize giving ceremony will normally be on the last day of the competition. The last day is a full competition day.

For example, when the competition starts on a Sunday it will run until the following Friday, with registration on the Saturday and prize giving Friday evening.

### **2.2 Number of Participants**

The maximum number of pilots participating in any round is set at the Meet Director's discretion, but in any case, shall not be more than 140. Pilots who will arrive late for registration should contact the organization to ensure that their place remains available. Pilots who fail to advise of late arrival and fail to register before the start of the competition can be replaced by late entry pilots meeting the Participant requirements below.

### **2.3 Allocation of places to Belgian Pilots**

If an event is run as an "Open" Cat 2 competition, as allowed under FAI rules, 75% of places may be allocated to Belgian Pilots (or Belgian plus partner nation if run as a joint competition with another nation) with the remaining 25% being reserved for Pilots from other nations until 15 days before the start of the event. After this date places will be filled at the discretion of the organization.

### **2.4 Local regulations Belgian Paragliding Open 2020 Rules**

Local regulations are rules prepared by the Meet Director or Technical Director. They must be displayed at the meet center prior to the safety briefing

### **3. PILOT QUALIFICATION**

#### **3.1 Pilot Identification**

The identity of a pilot will be proved by an identification document issued by or on behalf of the government of the pilot's country or country of residence according to Section 7 rules.

#### **3.2 Entry Standards**

A competing pilot has to be qualified to meet the standards set for a Belgian Paragliding Open 2020 event and should be familiar and competent in the use of advanced glider control techniques.

#### **3.3 Belgian Championship**

For entry into the Belgian Paragliding Open 2020 the pilot must hold a Belgian FAI sporting license issued by the Belgian Federation and the Belgian XC brevet. These must be obtained prior to the start of the first event that the pilot will compete in.

#### **3.4 Pilot Entry Requirements Championships**

Generally, pilots as a minimum must have: -

- Made a 30km flight to goal in a FAI competition in the last 2 years OR
- Made a 60km XC flight in the past 2 years

If in doubt please contact the organization with full declaration of your experience for acceptance.

#### **3.5 Pilot Entry Requirements Open Competition**

Generally, pilots as a minimum must have: -

- Previous Competition Experience such as FAI Cat2, GWO, Chabre Open

If in doubt please contact the organization with full declaration of your experience for acceptance.

It is also highly recommended that all pilots have completed a wing control/SIV course.

#### **3.6 Pilot Entry Requirements General**

All Pilots must hold the following

- International license with IPPI card level 5
- One of the following:
  - BELGIAN XC LICENSE / FAI SPORTING LICENSE
- GPS which records a 3D track log, 3D track logs are mandatory.

#### **3.7 Right to Refuse Entry**

The organizers reserve the right to refuse entry to any pilot.

#### **3.8 Pilot Selection for the Belgian Paragliding Open 2020 Rules**

If an event is oversubscribed a pilot selection criterion will be applied for both Belgian and pilots from other nations in separate pools. The selection criteria is normally based on WPRS Ranking or a first registered/payed basis. The selection criteria that will be applied to each event is published on the Airtribune website and the registration page for the event.

### 3.9 Wildcard Entry

The Competitions Panel may award up to 15 wildcard entries per event at its discretion, regardless of qualifying criteria.

### 3.10 Age Limits

Any pilot who is under 18 years of age must have their parents or legal guardians in attendance.

## 4. INSURANCE

All participants must have a valid medical health care insurance (covering all hospital expenses, rescue and repatriation). It is each pilot's responsibility to ensure that his medical insurance cover him/her specifically for Paragliding competition events.

Including:

- Proof in English of third party liability insurance (Euro 750k minimum)
- Medical evacuation and repatriation insurance\*

A statement from your insurance company, in English language, must be shown at registration, proving that you have met the insurance requirements and including 7 day, 24hour contact number in case of accident.

If insurance details are not available the pilot will lose his/her place to a pilot on the waiting list.

## 5. GLIDER CLASSES

Any LTF/DHV, SHV, EN or CCC certified glider is permitted to enter the competition.

### 5.1 Glider Classes

**Overall Class** is for any glider up to CCC.

**Sports Class** is for any glider up to EN C or LTF/DHV2



## 5.2 Changes to Gliders

Certified gliders must be flown in their certified configuration and cannot be changed in any way. A glider that has been changed in its configuration even slightly in comparison with the tested model or a glider that has not been tested will not be allowed in the competition.

## 5.3 Glider Checking

A glider may be checked at any time throughout the competition. After protest or incident gliders will be inspected. It is always the pilot's responsibility to prove that the wing conforms to certification requirements, and that the pilot is flying within the certified weight range. The pilot must provide manufacturers diagrams and certificates if required to do so. Failure to meet certification requirements will result in disqualification of the pilot from the competition.

# 6. PRIZES

## 6.1 Open Event Prizes

At each Open or National event Prizes will be awarded for:

- Overall Class
- Sports Class
- Female Pilots
- 

## 6.2 Overall Belgian Paragliding Open 2020 Prizes

- Top 3 finishers Overall
- Sports Class
- Female Pilots

Belgian Best Newcomer

The number of prizes in each class will be calculated as follows:

- More than 10 competing in a class and we have 1st - 3rd prizes
- Between 5 and 10 and we provide 1st and 2nd only
- Less than 5 we have 1<sup>st</sup> only

If there are less than 3 gliders in any class no prizes or trophy will be awarded.

The Best Newcomer award is awarded at Championship to the highest ranked Belgian pilot competing in the Belgian Paragliding Open 2020 for the first time.

Other prizes may be awarded at the discretion of the organization.

# 7. REGISTRATION

## 7.1 Payment

If a pilot has given his credit card number to the organizer in order to pay his entry fee, it will be debited immediately.

## 7.2 Cancellation of a registration by a pilot

For each entered competition, any pilot who cancels their registration will be given refunds as follows:

- a) Cancellation date more than 60 days before competition start date – 80% refund
- b) Cancellation date between 60 and 30 days before comp start – 50% refund
- c) Cancellation date between 30 and 15 days before comp start – 30% refund
- d) Cancellation date less than 15 days before comp start – 0% refund

The following caveats apply:

“Any pilot proving (with medical certificate) incapacity to compete through illness should contact the organizer as soon as possible, any refund if appropriate will be decided by the Organization.” Refunds will NOT be issued to ill/injured pilots cancelling within 7 days of the start of a competition regardless of personal circumstances, rather pilots should contact their travel insurance provider for advice on any compensation due. The percentages apply to the ‘normal’ registration fee less any early payment or multiple event discounts given.

## 7.3 Cancellation of a Competition by the Organization

In the event that the organizers deem it necessary to cancel, relocate or reschedule the competition before the first scheduled day you will be entitled to a refund of any entry fees paid to the organizers.

After the start of the competition any refunds will be at the sole discretion of the organizers.

The organizers will not be liable for any costs incurred by anyone attending or intending to attend the event or any consequential losses arising from the cancellation relocation or rescheduling of the event.

# 8. ORGANISERS and COMMITTEES

## 8.1 Meet Director (MD)

The Meet Director is responsible for the successful management of the event, assisted by other officials

## 8.2 Technical Director (TD)

A Technical Director has responsibility for organizing task setting and task logistics, having a detailed knowledge of the flying area.

## 8.3 Task Committee (TC)

The Task Committee consists of: - The Technical Director

- Two pilots with good local knowledge chosen by the TD
- Two pilots (CCC and EN C Pilot) representative voted by competing pilots

This task committee must unanimously agree each day's task, considering all issues affecting task safety.

## 8.4 Safety Committee (SC)

The Safety Committee consists of: - The Safety representative (SR) of the competitions panel (or a deputy in his absence)

- The Task Committee (excluding the TD)
- Two pilots (EN C and EN B Pilot) representative voted by competing pilots

#### 8.5 Protest Committee

Following a protest, at the next general briefing, two members of the Comps Panel committee, not the Chairman, shall be elected by secret vote by the pilots and will constitute, with the TD, the jury in charge of dealing with a protest.

### **9. BRIEFING**

There are 2 types of briefing:

- General briefing
- Task briefing

#### 9.1 General Briefing

All competitors must be present at the general briefing that takes place at the request of the Organizer. The main information of this briefing must also be displayed on information boards.

#### 9.2 Task Briefing

The task briefing will be held at the takeoff area and it is the responsibility of all competing pilots to be present. All technical data specified during this briefing is displayed on the briefing board.

#### 9.3 Window Opening

The window can be opened a minimum of 15 minutes after the end of the task briefing. In case of a new briefing, the delay of 15 minutes can be reduced. Changes to task timing of a task already set only require a minimum of 5 mins to window open.

#### 9.4 Pilots' Responsibility

It is the pilots' responsibility to remain informed through the briefing or by consulting the official board put up for this purpose.

#### 9.5 Language Requirements

All competing pilots must be able to understand and communicate in English in order to be fully aware of safety and task briefings. If they cannot then they must provide an interpreter to translate for them.

### **10. RESULTS**

#### 10.1 Provisional Results

A provisional result list will be posted on the official website as soon as possible after each task. Provisional results for the last task, and overall results will be posted as soon as possible after the last task, and at least 30 mins before the Prize Giving Ceremony.

#### 10.2 Complaints and Protests

Complaints or protests can be raised up to two hours after provisional result posting. This may be extended by the meet director in exceptional circumstances

#### 10.3 Complaint Period Belgian Paragliding Open 2020 Rules

At the end of the complaint period the provisional results must either be held pending the result of a protest committee, or be approved and signed by the MD. After this signature no further corrections can be made.

## **11. COMPLAINTS, PROTESTS AND APPEALS**

### **11.1 Complaint Procedure**

Any pilot enrolled in the competition can make a written (in English) complaint to the Meet Director. It has to be made within two hours of the announcement of the provisional results. The Meet Director will deal with the complaint.

If the person complaining is not satisfied with the outcome, he has the right to protest. Such protest must be made in writing (in English) and be handed to the TD with a protest fee of 25€ within 2 hours of the announcement of the decision regarding the complaint. The protest committee decision will be displayed on the official information board. The fee will be refunded if the appeal is upheld.

### **11.2 Appeal**

Any registered pilot can make an appeal concerning any protest committee decision. The appeal must be made in writing in English, within 24 hours signed by 2 comps panel members, not the Chairman, together with the 25€ protest fee and it must be accompanied by all necessary documents. It has to be addressed to the TD and will be dealt with by the Chairman and two competition panel members not involved in the original protest decision. The fee will be refunded if the appeal is upheld.

## **12. FLYING AND SAFETY REGULATIONS**

### **12.1 Compliance with Law**

Each competitor is required to conform to the law and rules of the air of the country in which the event is taking place.

### **12.2 Airspace**

Task setting will avoid flying through restricted airspace where possible. Pilots must be fully conversant with air law and must be in possession of an approved air map or the map issued by the competition organizer and an altimeter.

### **12.3 Flight Limitations**

Each glider shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly and its manufacturer's published limitations. Any maneuver hazardous to other competitors or the public is prohibited.

### **12.4 Damage to a Competing Glider**

Any major damage shall be reported to the Meet Director without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications. The Meet Director can give permission to replace the glider, for reasons of damage, loss or theft beyond the control of the competitor. It may be replaced by an identical make and model, or by one with similar or lower performance, eligible to fly in the same class. The Meet Director may allow resumption of the original glider when it is retrieved or repaired.

### 12.5 Protective Equipment

All Pilots are required to ensure they have the following:

#### **Harnesses and Helmet:**

These should be suitable for paragliding and should meet the requirements as defined in FAI Section 7.

#### **Reserves:**

All Pilots must carry a certified emergency parachute on all flights of a suitable size.

### 12.6 Fitness

A pilot may not fly unless he/she is fit. Any injury, drugs or medication taken which might affect the competitor's performance in the air, must be reported to the Meet Director before flying. The Meet Director has the power to ban a pilot from launching if he considers it unsafe for them to do so.

### 12.7 Collision Avoidance

Circuit, turning and landing patterns given at the briefing must be complied with. International collision avoidance regulations and good observation must be kept at all times. Any glider joining a thermal established by another glider shall circle in the same direction, regardless of height separation.

### 12.8 Turn Direction

The MD will inform each day the direction of all 360° turns in front of take-off, within a given area and time. Failure to comply with the turn direction will incur a penalty.

### 12.9 Cloud Flying

Cloud flying is prohibited and will be dealt with according to section 7.

### 12.10 External Aid to Competitors

External aid to competitors is not permitted. Live GPS Tracking is not considered an external aid.

### 12.11 Communication Equipment

Radios must be carried in flight by all participating competition pilots and radios may only be used in the air for safety reasons. The organizer of the event will announce an official safety frequency. For retrieval the organizer may announce one or more frequencies. The organizer is not responsible for pilots flying without a radio. Voice activated microphones (VOX operated) are not allowed and must be deactivated.

### 12.12 GPS

Live Trackers issued by the organization will be the primary source of task evidence and validation. Each pilot must be equipped with at least one backup GPS with the ability to record a 3D track log which will be used if the Live Tracker evidence needs to be validated. Pilots must bring their GPS to Check-In after the task in order to download their tracklogs if requested if there is an issue with their Live Tracker evidence.

The Competition organisers will only provide cables for instruments with a USB port. If the pilot uses an instrument with a special connector or a serial port they are responsible for bringing the necessary cables to registration and download to allow communication with the instrument.

## **13. TAKEOFF**

### **13.1 Sign to Fly**

All pilots who wish to compete in the day's task have to sign the Sign-to-Fly list at take-off and sign-in after task completion at Check-In. Failure to do so will result in a pilot penalty. If live tracking is used in the competition collecting the live tracking device supersedes Sign-to-Fly and its return is equivalent to checking in at the end of the task.

### **13.2 Takeoff Area**

The Takeoff Areas for the task will be defined by the Meet Director at the task briefing. The Meet Director will also define the number of possible launch positions.

### **13.3 Access Conditions for Top Pilots**

The top 10 pilots of the overall event ranking and the top 10 pilots of overall Belgian Championship ranking have the right to take precedence over other pilots in the takeoff area whenever they choose, before doing so they must inform one of the launch marshals or competition officials. For the first task of an Open event, priority is given to the top 10 Belgian pilots in the WPRS and the top 10 non- Belgian pilots in the WPRS. If an ordered launch is necessary precedence will be given for the remaining pilots in the current Open Event Rank order or WPRS rank order for the first task.

### **13.4 Open Window**

Opening time of the window and window extension time will be announced at the task briefing and be displayed on the official briefing board.

### **13.5 Window Extension**

If, for safety reasons, the Meet Director or Chief Marshal considers that conditions have become dangerous or un-launchable, he may temporarily close the window. The window will then be extended by the time the takeoff was closed without, however, exceeding the deadline for window extension.

### **13.6 Restart**

If a competitor has an issue affecting safety after launch, he can request permission from the Meet Director or a Safety Marshal to top land, if this is granted, he may top land as directed. In the case of a major problem forcing re-landing immediately after launching, a pilot may take off again after gaining permission from the Meet Director or Safety Marshal. The pilot's takeoff time remains, in any case, the one of the earliest start.

## **14. LANDING**

### **14.1 Goal Deadline Belgian Paragliding Championship Rules 2020**

The latest time for landing at goal will be announced at the task briefing and displayed on the task briefing board. Pilots who land in goal after the deadline will not score time points.

#### 14.2 Report Back

A pilot must report back to Check-In as soon as possible after landing. The procedure for this will be announced at the safety briefing. The latest time for report back will be announced at the task briefing and displayed on the briefing board. It is important to comply to avoid unnecessary search and rescue operations. Pilots who do not respect this rule could be penalized or even disqualified from the event.

#### 14.3 Landing deadline

A landing deadline is the time when all pilots must have landed. If a safe landing area cannot be found at this time the pilot is allowed to land as soon as possible after the landing time. In any case the pilot's position will be the best position from the GPS track-log prior to the landing deadline.

#### 14.4 Check-in Deadline

Checking-in is mandatory for all pilots who signed to start the task. Each pilot must personally give in their GPS. Failure to check in may be penalized.

### 15. TASK EVIDENCE

#### 15.1 Source

Primary evidence will be Live Tracker data. Backup data will only be collected directly from a GPS. No copies of files, or files from any other source will be accepted as evidence for a flight. Only **valid GPS data** will be considered as true evidence. It is the pilot's responsibility to provide a GPS tracklog that clearly proves that he/she flew the task as defined by the scoring program used and did not infringe any airspace.

#### 15.2 Valid GPS data

To be considered as valid, the track-log must satisfy the following criteria:

- The track-log must show at least 2 minutes of data and at least 5 continuous track-log points prior to and after the track-log points or a couple of points used to verify a turn-point.
- The track-log must show at least 2 minutes of data and at least 5 continuous track-log points prior to and after a start.
- The track log must have valid and consistent time stamps.
- The Track log must show altitude data
- A continuous track-log is one where each consecutive point is 30 seconds or less from its predecessor.

#### 15.3 GPS Checking criteria

For any GPS start and for each turn point claimed (the turn-point is the GPS co-ordinate supplied by the organiser), the track-log must show a point within the cylinder.

#### 15.4 Best position Belgian Paragliding Open 2020 Rules

Pilots will score their best position reached in the task. It can be the landing place or a better position flown in the air. A pilot's best position will be determined by examination of their GPS tracklog.

#### 15.6 GPS models

Because of technical limits, only some particular GPS models suit the verification protocol, most GPS units commonly used in paragliding competitions are accepted. If the pilot has an unusual or new on the market GPS device he should contact the competition organizer to verify if it will be accepted.

### **16. PENALTIES**

#### 16.1 Tracklog Penalties for incorrect GPS track-log and launch

- Start point incorrect/missing = distance points given to last correct point.
- Turn points incorrect or missing = distance points given to last correct point.

#### 16.2 Penalty for Failure to Report

Competitors who fail to sign the "Sign to Fly" list at take-off will score zero for the task. Failure to report back after a task gets zero score for the task. For failure to report back after a stopped task a pilot will lose their average task score for the competition from their overall score.

#### 16.3 Penalty for Cloud Flying

As per section 7.

#### 16.4 Penalty for Exceeding Maximum Certified Weight

Pilots are required to fly within the certified weight limit of their glider and not exceed the 33kg limit for kit (e.g. bag, glider, harness, water, etc.). A calibrated scale will be provided and regular checks carried out throughout the competition. Pilots carrying excess weight will be penalized 10% of their score for the day per kg of excess weight.

#### 16.5 Penalty for Infringing Turn Direction

Pilots infringing turn direction will be penalized 10% of the maximum task score.

### **17. VALIDATION OF A TASK**

#### 17.1 Task Validity

A task will be considered fully valid when the Day Quality is equal to 1 and the window was validated.

#### 17.2 Day Quality

Day Quality is a parameter calculated by the scoring program and is a measure of how well the task differentiated pilot performance. If the quality is equal to 1 the task will have a total of 1000 points available. The winner of the task may not receive all the available points, e.g. the maximum lead out points may be awarded to another pilot.

#### 17.3 Window Validity Belgian Paragliding Open 2020 Rules



The Launch Window will be validated when:

The Launch window has been open for the minimum required time OR all competitors have launched.

The formula for the minimum required time in minutes is as follows:

Number of competitors (who have signed to fly on that day) multiplied by 2 minutes divided by number of launch positions.

$$\frac{\text{Number of competitors} \times 2}{\text{Number of launch positions}} = \text{Minimum time window}$$

The number of launch positions will be declared by the Meet Director at the first General briefing.

#### 17.4 Stopping of a Task

The Meet Director and/or the Technical Director can stop a task in case of hazardous weather or other conditions which, in their view, could endanger the safety of pilots before the landing deadline is expired. Stopping of a task is announced on the safety frequency and by other means stated in the local regulations. If one or more pilots have reached goal at the time the task was stopped, the task is scored.

Both race and elapsed time tasks, if stopped with no pilots in goal, will be scored and be pro-rated according to a formula, which is listed along with the scoring formulae for the competition (see 18.2).

#### 17.5 Cancellation after Landing Time

After the last landing time a task can only be cancelled by a safety committee decision.

The TD and/or the MD can ask for a decision on the validation of a task.

#### 17.6 Assistance to a Pilot in Danger

All pilots must gather up their gliders immediately after landing. A glider lying open on the ground means "I need help!"

#### 17.7 Compensation to an Assisting Pilot

A pilot assisting an injured or downed pilot will be compensated task points by receiving points for the task equivalent to their average position for all the other tasks in the competition round.

## 18. SCORING AND TASK DROPPING

### 18.1 Scoring

Tasks will be scored using a suitable scoring software (e.g. Comp Check or FS), only one program will be used within a competition or Championship unless it can be shown that they produce identical task scores when changing. The scoring formulae and parameters to be used will be declared at the start of the Championships.

### 18.2 Scoring Stopped Tasks

The official 'Task Stopped Time' will be 10 minutes before the time of the official declaration that the task was stopped.

Stopped Race tasks: Belgian Paragliding Open 2020 Rules

Tasks will be scored if the task has run for the minimum time and devalued if necessary, according to section 7 rules.

Elapsed Time Task:

Tasks will be scored if the time from the last pilot to start to the official stop time is greater than the minimum time and devalued if necessary, according to section 7 rules. In both stopped Race and Elapsed Time tasks, pilots will be rewarded additional distance for their altitude at the official 'Task Stopped Time' assuming a glide ratio of 4:1 to the competition reference altitude (normally the main goal field altitude for the venue unless another altitude is defined for the competition)

18.3 Belgian Championships Qualifying Tasks

All tasks of the Open Event designated as the Championship will qualify towards the Belgian Ardennes Paragliding Open

18.5 Task Dropping

For all tasks in both Open Events and the Belgian Championships FTV (Fixed Task Validity) will be used with a discard ratio of 25%.

## **19. PILOT LISTING AND RESULTS**

The organizer shall publish a list of all competing pilots with names and nationality as well as the manufacturer of the glider.

19.1 Results Sheet

The result sheet must show:

- Name of pilot and nationality
- Brand and name of glider
- Type of class
- Pilot Sponsors
- Duration of flight and distance flown
- Take-off time and finish time for elapsed time race, race to goal or speed-run.
- Sum of points awarded.
- Any points deducted as a result of a task dropping system.

19.2 Official Publication of Results

The results will be published at the end of each event and sent promptly to FAI for inclusion in the latest World Pilot Ranking.

## **20. INCIDENTS and ACCIDENTS**

20.1 Reporting of Incidents

As a FAI CAT 2 sanctioned competition, competitors have a duty to report air incidents. Serious incidents should be reported as soon as possible.

In all cases, the Belgian Paragliding Open 2020 Organizers, the FBVL and EHPU should be informed using the online form at <https://ehpu-safetynetwork.org/plugins/form/235/en>

Please report an incident you have witnessed or been involved in if it:

1. Involves injury, whether to participants or others
2. Involves damage to property
3. May give rise to an insurance or legal claim
4. Involves non-standard equipment or techniques
5. Highlights safety points or was unusual
6. Is something you think the sport should learn from

The responsibility for reporting an incident rests with the pilot(s) involved or witnessing the incident. However, the competition organizers will assist if necessary.

## **21. EMERGENCY RULES**

### **21.1 Rules changes and additions**

A new rule may be introduced at any time during an event to address unforeseen problems which are deemed by the MD, TD and Competition Panel members present to pose a major threat to pilot safety.

Any such rule must be written down, and referenced on the task board each day that it is in force.

Any such rule will not be retroactively applied.