



**LOCAL REGULATIONS**  
**FAI CIVL Category 2 Event PG/HG Cross Country**



**SRS BGD Edition, Spain**  
September 10 - 16, Spain Pedro Bernardo

Event Name:	SRS BGD Edition, Spain
Dates:	10 - 16 September 2023
Alternate dates:	Not defined
Place:	Spain, near Pedro Bernardo
Webpage:	<a href="https://airtribune.com/srs-2023-4/">https://airtribune.com/srs-2023-4/</a>
Sanctioned by:	Spain - Real Federacion Aeronautica Espanola
Guest NAC:	

**ORGANISATION**

NAME	POSITION
SRS Org	PO Box 950, EX1 9BR, U.K

**CONTACTS**

NAME	RESPONSABILITY	CIVL No	CONTACT
See the SRS website	Contact us		<a href="mailto:office@sportsracingseries.org">office@sportsracingseries.org</a>
Sports Racing Organisation	Registration		<a href="mailto:office@sportsracingseries.org">office@sportsracingseries.org</a>
Larry Pino	Local Organiser		
Brett A Janaway	Technical Officer		
Joerg Ewald	Scoring Systems		

**PROGRAMME**

**REGISTRATION**

Sunday 10 September

**PRACTICE DAY**

Sunday 10 September

Practice. Transport will be available.

No retrieves or scoring.

**SAFETY BRIEFING**

Monday 11 September

8.45am: "Mandatory Safety Briefing"

**TASK DAYS**



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1st task Monday 11 September

Last task Saturday 16 September

### PRIZE GIVING

6-7 pm Trophies & Grand Prize Draw

### SCORING CATEGORIES

TEAM Trophy
FEMALE Class
OVERALL Class

### SELECTION AND REQUIREMENTS

Maximum No of Pilots: **125**

Selection Criteria:

#### QUALIFYING

The event is a Sports Class only competition. That means no CCC or EN-D gliders. But EN-C's and below are allowed. 2-liner C's are also allowed.

The event is open to all pilots, but those with prior competition experience on Sports wings will have priority.

#### SELECTION

First selection will be made on 2 April. Selection is based on an algorithm that considers WPRS scored on a Sports wing. The organisers decision is final.

#### SRS MEMBERSHIP

All participants of the SRS series of events must be a member of the SRS Organisation. You only need to join once per season, regardless of how many SRS events you participate in. The annual cost of membership is 25 euro. You do not need to pay until after your registration is accepted into the first SRS event. Details will be sent when you register and are accepted to this event. The membership fees is used towards the administration costs of linking all the SRS events.

#### EVENT PAYMENT

- ☐ Payment will be made by Paypal. Details will be sent by email if your application to participate is accepted.
- ☐ If you receive a payment offer you should pay immediately, otherwise we will offer your place to another pilot on the waiting list.
- ☐ Do ensure you have read the cancellation policy before making any payment!



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### INCLUDED

The payment will get you:

- ☐ Daily transport to launch for all tasks
- ☐ Retrieves daily
- ☐ Daily lunch packs
- ☐ Trackers, for safety and scoring
- ☐ Typical tasking/scoring services
- ☐ T-shirt & other souvenirs as we are able
- ☐ Discounts for alternative activities in the event of bad weather
- ☐ Other event benefits, as they are made available
- ☐ Access to social evenings
- ☐ Entry to any prize draws

### REQUIRED BY YOU

All Pilots must hold the following:

- ☐ An **FAI IPPI 4 licence**
- ☐ An FAI Sporting Licence (Don't confuse this with an IPPI card)
- ☐ Medical/Travel insurance
- ☐ Third party liability insurance (usually from your National Organisation)
- ☐ A mobile phone
- ☐ Recently repacked reserve parachute
- ☐ Helmet, certified for paragliding use
- ☐ Harness with certified back protection (Check rules for harness restrictions)
- ☐ 2M Radio capable of 143.900 Mhz FM

If you do not have ALL of the above you will NOT be permitted to participate.

### DOCUMENTS REQUIRED AT REGISTRATION

REQUIRED	NOT REQUIRED
Sporting Licence is Required	
IPPI card is Required	
Pilots National Licence is Required	
Registration document is Required	
Signed Assumption of Risk is Required	
	Summary of Pilot experience is Not Required
Passport or other Photo ID is Required	
3rd Party Insurance is Required	
	Medical and Rescue insurance is Not Required



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### ENTRY FEES AND SERVICES PROVIDED

ACCEPTED	NOT ACCEPTED
Paypal payments are accepted	
	Cash payments are not accepted
	Bank payments are not accepted
The Entry Fee per pilot is:	295 EUR

### CANCELLATION AND REFUND POLICY

#### CANCELLATION BY YOU

Pilots who want to cancel their registration should do it as soon as possible.

- ☐ A pilot who cancels at least 45 days before the event start can ask for:
  - a. His or her entry fee to be used for the next event where he or she will be selected. (an administrative fee of ☐20 will be charged)
  - b. A refund of the entry fee (an administrative fee of ☐60 will be deducted).
- ☐ Cancellations received less than 45 days before the event start will be refunded 50% of the entry fee. You can still transfer to another event.
- ☐ Cancellations received less than 2 weeks before the event start will not be refunded and cannot be transferred.

Cancellations must be informed by email and the date at which the email is received will be used to calculate your refund, if one is due.

- ☐ Refunds are not immediate. We have one admin day per month.
- ☐ Your deposit and/or payment is **NOT** transferable to another pilot. There is a strict selection process and you cannot bypass this by passing your payment to another pilot.
- ☐ Please ensure you have adequate holiday travel insurance to cover any losses if you later find you are unable to participate.

#### CANCELLATION BY US

In the event the organisers deem it necessary to cancel, relocate, or reschedule the competition you will be entitled to a partial refund:

- ☐ Up to 45 days before the event start : 100% less a 30€ admin charge
- ☐ Less than 45 days before the event start: 75% refund
- ☐ Less than 7 days before the event start: A percentage of funds once any costs incurred by the local organiser have been deducted.
- ☐ After the start of the competition any refunds will be at the sole discretion of the organisers.



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The organisers 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.

### SERVICES INCLUDED IN THE ENTRY FEE

ITEM	INCLUDED
ID Card with safety & Contact information	YES
Maps with take-offs, turnpoints, landings, restricted areas	no
Lunch Packs are supplied	YES
Ballast Water at launch available	no
Toilets at launch available	no
Transport to launch given	YES
GPS tracklog download available	YES
Live Tracking available	YES
Free WiFi at HQ for pilots from 1990s available	no
Opening ceremony	no
Closing ceremony	YES
Daily Met briefings	YES
Retrieve by organiser included	YES
Happy pilots drinking beer in goal	YES
Airtribune is our platform of choice	YES
We supply the pilots with trackers	YES

### MEDICAL SERVICES AVAILABLE

Medics on Launch - **Yes**

ITEM	INCLUDED
Medics on Launch	YES
Helicopter rescue in the region	YES
Typical helicopter attendance time is	30 to 60 min
The nearest hospital is	not known or not available

### LIVE TRACKING

Live-tracking is mandatory	YES
Live Trackers supplied by the Organiser	YES

### SCORING



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The scoring formula is	TBS
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### COMPLAINTS AND PROTESTS

Complaints will be dealt with as per the FAI SPorting Code, Section 7 and its sub-categories

### OTHER LOCAL RULES

#### SRS Membership:

The SRS series is a Members Only organisation. A pilot must have paid his annual membership prior to arrival at his first seasons edition.

The cost of membership for 2023 will be €25 euro

Simple Log In to this website, using your Airtribune details, and Subscribe for the season.

A Membership symbol will be shown on all Airtribune SRS events.

#### Harnesses:

Electrical fans used to inflate fairings are allowed up to a power rating of 10W as long as the fairing has no rear-facing exhaust. This rule does not apply to harnesses already certified prior to 18/03/2023.

For 2023, only one reserve/rescue is required.

The harness must otherwise be certified etc, as per section 7 requirements.

In the future we may restrict harnesses further.

#### Wings:

Certification is limited to EN-C, except for wings with a maximum certified weight of 75kg, where they may be certified EN-D, providing all larger sizes of the same model are certified EN-C.

For 2024, any 2-liner must have a Speed Limiter tape between A & B risers. Be sure to check your wing is compliant before purchasing for the 2024 season!

A Partner Manufacturer or Sponsor may enter one RFC (Ready For Certification) wing per season, according to the rules used by the PWCA RFC wing definition, and compliant with an EN-C standard.

#### Weight & Ballast limits:

Pilots must fly within the certified weight-range of their glider.

Pilots must be fit to fly with their chosen quantity of ballast. Any pilot experiencing difficulties launching will be required to stand aside and may not be allowed to fly.

#### Communication Equipment:

Radios (2 metre band) are mandatory for all pilots and must be used for safety purposes only.

All pilots' radios must be switched on and tuned to the safety frequency announced at the task briefing.

The use of voice-activated microphones ("VOX") is prohibited.

All pilots must carry a, switched on, mobile telephone with them during the task time.

Pilots not fulfilling these requirements can be grounded or penalized.

#### Safety:

Any pilot deemed to be flying in an unsafe manner or with unsafe equipment will be penalised. This is in



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Section 7, but it is worth quoting again!

Briefings will be issued in PDF format just prior to the event. It is mandatory that a pilot reads the PDF so that the onsite safety briefing may be more concise.

Training Day takes place before registration is complete. Therefore, live tracking and full safety backup/retrieval will not be available. It must be borne in mind that this is a free-flying day, and the organisers participation will probably be limited to transport up the hill and possibly a limited retrieve service.

It is ALWAYS the pilots responsibility to fly within their limits according to the conditions and all other aspects. A task being suitable for the competition does not mean the task is suitable for you. Consider when it is time for you to land, or not take off.

Trackers:

The SRS provides a Flymaster Tracker for each competitor as a safety measure, to know at all times where they are whilst flying. tracker provides one-second resolution live tracking, and in-flight communication between the organisers and the pilots (Level calls, SOS, Report back)

Each competitor must take the Live Tracker at take-off, and he must carry it on his person whilst flying and whilst being retrieved. Penalty for non compliance is zero points for the day.

It is Mandatory to Report Back on the tracker as soon as possible after landing. Penalty for non compliance is 10 points for the first offence and up to disqualification for further offences.

A pilot who does not return his Live Tracker may not be displayed on score sheets until it is returned.

PENALTIES:

Failure to fly with a tracker. Zero points for the day.

Modified glider: zero points for the task, disqualification from the event on a second offence.

All-up weight outside certified weight range: zero points for the task, disqualification from the event on a second offence.

Cloud flying: points according to the Soft Airspace Infringement formula (see PWCA Appendix C.8: Airspace Penalties); disqualification from the event for persistent offenders.

Aggressive or dangerous flying: progressive penalty up to disqualification from the event.

Airspace infringement, horizontal or vertical: points according to the Hard or Soft Airspace Infringement formula, depending on the legal status of the airspace.

Track log missing or non-continuous track log when continuous track log is required: zero points for the task.

Failure to report back, or late report-back after a task: 10 points first offence. Up to disqualification from the event and possible recovery of S&R (Search and Rescue) costs.

Change of equipment during competition, if the TD is not notified of the change, then zero points for the day.

This list is not exhaustive. Other penalties may apply, according to the rules or Meet Directors decision.

Scoring:

The 2023 season will use the latest PWCA formula available. (Future years will consider a modified



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version of TBS)

Lead Out Points are used

FTV is not used within the event. There will be no form of task dropping at the events.

The Tracker is the Primary Scoring device.

A pilot may present one backup device for scoring if he disagrees with the tracklog from the GPS tracker.

This should be his primary flying device and it should be on the approved list from FAI. See here:

Accepted Devices

All scoring will be by GPS data, including ALTitude & height.

Scoring tolerances will be 0.05% for all cylinders, airspace & cloudflying measurements.

Task Results:

When a pilot lands, his distance/time is considered PROVISIONAL, as calculated by the Tracker data. A pilot should confirm he agrees with the calculated data before handing his tracklog in to HQ.

When a pilot returns his tracker to the Scorer in HQ, his distance/time will be considered FINAL and no further changes may be requested to the distance/time. Therefore a pilot should confirm he agrees with the scorer at the time he returns the tracker.

If a tracker is returned by a pilot on your behalf, your distance/time is considered final when the scorer receives the tracker. Be sure you are happy with the provisional before giving your racker to another person.

In the instance of problematic Flymaster data for the tracking the Official Scorer or Meet Director may announce a continuation of results being Provisional until such time the issue is resolved. In this instance a pilot may ask for changes to his tracklog until the results are announced FINAL.

Sponsors, gliders and other data:

It is the responsibility of every pilot to check the data displayed on the score sheets at the end of the first task and ask for them to be corrected.

Any changes requested from task 2 onwards may be refused.

No changes will be accepted on the final task day of the event, unless it is also the first task of the event.

Communications:

All results, timings, briefings and other official announcements will be made in the official INFO Whatsapp group for the event only.

Teams:

If flying in a Manufacturer Team, you must fly with the product the manufacturer sells. ie, You cannot fly a Gin wing if in the Ozone team etc.

A team will consist of a maximum 4 persons per event. At least one of those pilots must be the opposite sex.

The top two pilots per task will score for the team.

A team is established for the season, but the pilots in the team may change from event to event.

Individual Series Champion:

The Sports Racing Series champion is derived by combining the scores from all SRS events in the





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season.

The final result shall have FTV applied, at a ration of 50% for the 2023 season. See below for the effect:

More details available here:

<https://sportsracingseries.org/about-us/rules/>