



6th BGD Weightless 2025

Laragne, 2nd - 8th August 2025

1. Introduction

1.1. 6th BGD Weightless competition is run according to the FAI Sporting Code. It is a pilot's responsibility to be aware of the rules in General Section and Section 7 of the FAI sporting code and abide by them. References to section 7 refer to the edition dated 1st May 2024. These additions supersede section 7.

1.2. The purpose of the competition is to provide good and satisfying contest flying in order to determine the winners in each class and to reinforce friendship amongst pilots and nations. The event is for pilots interested in competing and improving their skills at paragliding.

1.3. The competition is open to all pilots with an IPPI 4 card.

1.4. **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 6th BGD Weightless 2025 competition for all pilots to accept without restriction to hold the organizers and associates blameless and waive all claims to any compensation.**

1.5. All pilots must know and abide by Local Regulations.

1.6. The organizer shall provide a safe and fair contest.

2. Entry requirements

2.1. Every pilot who wants to take part in the competition must complete the online entry form and pay the entry fee. Only after the entry fee payment registration process is complete.

2.2. Every pilot must register personally at the headquarters at announced registration period and present the following documents:

- a. Valid FAI sporting license:-

- b. IPPI card at level 4,
- c. Proof of third party liability insurance – in English,
- d. Proof of medical/travel insurance (covering hospital expenses, rescue and repatriation) – in English. Without these documents the pilot will not be permitted to compete.
- e. mobile phone,
- f. 2M Radio,
- g. Recently repacked reserve parachute,
- h. Helmet, certified for paragliding use,
- i. Harness with certified back protection.

2.3. At registration in the Headquarters a pilot must sign a release of Liability Waiver.

2.4. A competing pilot must be equipped with a fully operational paraglider, harness with back protection, helmet, reserve parachute and radio. All of the above mentioned equipment is provided by the pilots themselves.

2.5. Only certified gliders up to EN-D are permitted (EN or LTF).

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

2.7. The maximum number of pilots participating in the competition is set at the Meet Director's discretion and announced on the competition website. The MD may admit more competitors than it was first announced (but not exceeding the 130 pilot limit).

2.8. Pilots who 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.

2.9. Cancellation of a registration.

Any pilot who cancels their registration will be given refunds as follows:

- A pilot who cancels at least 45 days before the event starts can ask for a refund of the entry fee (an administrative fee of €80 will be deducted).
- Cancellations received less than 45 days before the event start will be refunded 50% of the entry fee.
- Cancellations received less than 2 weeks before the event start will not be refunded.

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.

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.

3. Paraglider classes and classification

3.1. Ranking categories

Overall - All gliders in the competition

Sports Class - EN-C max

Standart Class - EN-B max

Teams

4. Committees

4.1. Before the first task the following committees may be designated by the MD:

4.1.1. Task committee, consisting of the Safety Director and up to 2 pilots.

4.1.2. Safety committee, consisting of 3 pilots.

4.1.3. Protest committee, consisting of 3 pilots of different nationalities. If one of the members of the committee is involved in a protest, they must be substituted at the discretion of the Meet Director. Committee's decisions are final.

5. Flying and safety regulations

5.1. All pilots must read and abide safety rules as in section 7 of the FAI sporting code.

5.2. Each pilot is required to conform to the aviation law and rules of the country in which the competition takes place.

5.3. Each day the Meet Director will confirm the turning direction within a given area and/or time.

5.4. A pilot witnessing any situation which might influence the safety of the competition must try to inform the organizer and the competing pilots.

5.5. All maneuvers which might endanger the safety of others are strictly forbidden.

Aerobatics, dangerous flying conduct, infringement of rules and unsporting behavior will be penalized and may cause disqualification.

5.6. 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.

5.7. It is strictly forbidden to fly under the influence of alcohol or other drugs. A pilot must undergo an anti-doping control at the request of the Meet Director.

5.8. At any time the organizer can stop a task in case of hazardous conditions.

5.9. The Meet Director has the right to ban all flying on a day when the task was canceled.

5.10. If any pilot fails to report within the report deadline time, the organizer will start a rescue action.

5.11. In case a pilot fails to inform the organizer about a safe landing, he/she will have to

cover the costs of the rescue action.

5.12. All pilots must pack their gliders immediately after landing: a glider lying open on the ground means “I need help!”

5.13. Rescue action and medical costs will be covered by the pilot and their insurance.

6. Briefings

6.1. All information concerning the competition and tasks will be announced at briefings and/or displayed on the official information board.

6.2. Types of briefing

6.2.1. General briefing – takes place before the first task. It covers general organizational and safety issues. All competitors must be present personally at the general briefing.

6.2.2. Information briefing – held at the headquarter or other appointed place. Pilots should be either present personally or get informed through their team leader.

6.2.3. Task briefing – held at the take-off in the presence of all pilots, presents the details of the task, weather information and general organizational matters.

6.3. It's the pilots responsibility to remain informed through the briefing or by consulting the official task board.

6.4. All technical data specified during the task briefing will be put on the task board.

6.5. All briefings will be conducted in English.

6.6. All pilots must collect their tracker before the flight. If they don't do that, they cannot fly the task.

7. Start of a task

7.1. Launching is allowed only during the window open period.

7.2. The take-off areas will be defined by the Launch Marshall at the task briefing.

7.3. The Meet Director or the Launch Marshall may temporarily close the window if conditions become dangerous. The window will be extended by the time the take-off was closed, without, however, exceeding the deadline for window extension.

7.4. Each individual pilot is responsible for their own decision to take off.

7.5. In the case of a major problem forcing re-landing immediately after launching, a pilot may take off again after gaining permission from the Launch Marshall. The pilot's take-off time remains, in any case, the one of the earliest starts.

8. Communication and external aid

8.1. All pilots have to be equipped with a 2 m radio and a mobile phone.

- 8.2. All other equipment that might increase pilot's safety is also recommended.
- 8.3. The Organizer will announce an official safety frequency, which all pilots must listen to throughout the task. On this frequency communication is only allowed if concerning safety issues.
- 8.4. The Organizer will also announce a retrieval frequency.
- 8.5. All pilots must inform the Organizer via their means of communication about any issue concerning safety, including consequences of landing away from the designated goal of other pilots.
- 8.6. Tasks should be played among individual pilots, without any external aid.
- 8.7. Any help in navigation or thermal location by any non-competing aircraft, including competing gliders not in the act of carrying out the task is prohibited.

9. Landing

- 9.1. The latest time for landing at goal will be announced at the task briefing. Pilots who land in goal after the deadline will score only the distance flown until the deadline.
- 9.2. At the task briefing the Meet Director may also announce a landing deadline when all pilots must have landed. If a safe landing area cannot be reached at that time the pilot is allowed to land as soon as possible.
- 9.3. A pilot must report back 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.
- 9.4. After landing every pilot has the responsibility to return their tracker, either at the Headquarters or at goal.

10.Assistance to a pilot in danger

- 10.1. A pilot witnessing any kind of accident or receiving a help call must try to inform the organizer or other people as soon as possible, giving the nature and location of the accident and description of the pilot/ glider in trouble.
- 10.2. During the rescue action all pilots shall retain only the necessary communication on the radio.
- 10.3. A pilot who lands or limits his flight to assist another pilot in distress will be compensated task points. The compensation will be decided on by the Meet Director.

11.Penalties

11.1. For infringements of or non-compliance with the Local regulations or the FAI sporting code a pilot may be penalized. Each time the penalty is imposed by the Meet Director, except the penalties stated in S7A 6.3, which will be applied accordingly. Specific penalties announced at the Safety Briefing take precedence.

11.2. If a task is canceled, the penalty will be decided by the Meet Director.

12.Complaints and protests

12.1. Complaints and protest must be made in writing and delivered to the competition HQ. They shall refer to specific rules in the Local regulations and/or FAI sporting code.

12.2. The time limit of a complaint is 1 hour 30 minutes after the publication of the provisional task results, except after the last task, in which case the time limit is 30 minutes.

12.3. If the pilot is not satisfied with the outcome, he/she may make a protest. The time limit of a complaint is 2 hours after announcement of the decision regarding the complaint, except after the last task, in which case the time limit is 30 minutes.

12.4. The protest fee is 50 euro, which will be refunded if the protest is upheld.

12.5. Complaints are dealt with by the Meet Director and protests are dealt with by the Protest committee.

13.Scoring and results

13.1. Flight verification rules are set down in S7A chapter 4.

13.2. Tasks will be scored using the MRT Formula. All parameters will be announced before the first task; this formula might be adjusted during the event to find the optimal scoring.

13.3. Competition scoring categories:

Overall - All gliders in the competition

Sports Class - EN-C max

Standart Class - EN-B max

Teams

13.4. The results will be published on the competition website as soon as possible after downloading all track-logs.