



*Fédération  
Aéronautique  
Internationale*

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# Section 3 – Gliding

**CLASS D (gliders)**  
including Class DM (motorgliders)

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**The complete Sporting Code for Gliding is the  
General Section and Section 3 combined.**

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**Changes of note in the 2018 Sporting Code**

*The most recent amendments to the rules and significant editorial changes made to the text are indicated by a vertical line to the right of any paragraph so changed. Minor editorial changes for grammar or clarity are not noted. Text in italic in the Code is informational, not regulatory.*

- Extensive changes throughout the text to clarify the control and use of multiple flight recorders and Official Observer (OO) duties.
- Clarification on claims from an OO not authorized by a controlling NAC.
- The launch point is added to the definition of Silver distance.
- Table of badge & record requirements revised and corrected.
- Use of way point codes deleted.

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1	FAI Statutes, ..... Chapter 1, ..... para. 1.6
2	FAI Sporting Code, Gen. Section, ..... Chapter 4, ..... para 4.1.2
3	FAI Statutes, ..... Chapter 1, ..... para 1.8.1
4	FAI Statutes, ..... Chapter 2, ..... para 2.1.1; 2.4.2; 2.5.2 and 2.7.2
5	FAI By-Laws, ..... Chapter 1, ..... para 1.2.1
6	FAI Statutes, ..... Chapter 2, ..... para 2.4.2.2.5
7	FAI By-Laws, ..... Chapter 1, ..... paras 1.2.2 to 1.2.5
8	FAI Statutes, ..... Chapter 5, ..... paras 5.1.1, 5.2, 5.2.3 and 5.2.3.3
9	FAI Sporting Code, Gen. Section, ..... Chapter 4, ..... para 4.1.5
10	FAI Sporting Code, Gen. Section, ..... Chapter 2, ..... para 2.2.
11	FAI Statutes, ..... Chapter 5, ..... para 5.2.3.3.7
12	FAI Statutes, ..... Chapter 6, ..... para 6.1.2.1.3

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# Chapter 1

## GENERAL DEFINITIONS and RULES

### 1.0 INTRODUCTION

1.0.1 The General Section (GS) of the Sporting Code contains the definitions and rules applying to all air sports. Section 3 (SC3) specifies the International Gliding Commission (IGC) rules that apply to FAI badge and record flights in gliders and motor gliders. A glider is a fixed wing aerodyne capable of sustained soaring flight with no Means of Propulsion (MoP). A motor glider is a fixed wing aerodyne equipped with a MoP, capable of sustained soaring flight without thrust from the MoP. SC3 includes the following annexes:

- a. Annex A Rules for world and other FAI-sanctioned gliding competitions.
- b. Annex B Requirements for equipment used for flight validation.
- c. Annex C Non-regulatory guidance, methods, and sample calculations to assist Official Observers and pilots in complying with SC3.
- d. Annex D Rules for the world ranking list of pilots in IGC sanctioned competition.

The FAI document, “*Technical Specifications for IGC-Approved GNSS Flight Recorders*” gives information for FR manufacturers.

1.0.2 Terms, rules, and requirements in SC3 are defined first in their most general sense, and a word or phrase in small capital letters in this chapter indicates that it has a distinct Code definition. Where an exception to a general rule exists, it is described in the Code where the exception occurs. Within the Code, “record” can apply to either or both World and Continental records according to the context.

1.0.3 A proposal for an amendment to the Sporting Code or its annexes must be submitted to the IGC Bureau at least six months prior to the next IGC Plenary meeting. A proposal must refer to the paragraphs affected and give reasons for the amendment. It is preferable for the proposed change to be in the format of the Code.

Any substantial change is effective on 1 October following the IGC meeting at which it is approved, except that if it has flight safety implications, the Bureau may approve it prior to the IGC meeting. A simple clarification to the Code becomes effective on 1 October following approval by the Bureau. In either case, the amended Code is then placed on the FAI web site at <http://www.fai.org/igc-documents> – then click on *Sporting Code – Section 3: Gliding* and on *Current Sporting Code for Gliding* to see the Code and various appendices.

### 1.1 GENERAL DEFINITIONS

#### **NATIONAL AIRSPORT CONTROL (NAC)**

1.1.1 The organization having administrative responsibility for a nation’s sport aviation activities. The duties of a NAC with respect to gliding are defined in 4.1.

#### **OFFICIAL OBSERVER (OO)**

1.1.2 The person authorized by a NAC to control flights undertaken for an FAI badge or record attempt and to control the data gathered to prove the SOARING PERFORMANCE.

#### **DECLARATION**

1.1.3 The pre-flight recording of pilot name(s), glider type and its unique identification, and any WAY POINT coordinates required by a given SOARING PERFORMANCE.

#### **GNSS / GPS**

1.1.4 A Global Navigation Satellite System such as the Global Positioning System (GPS) using multiple satellites operating with receivers to record position and time data.

#### **FLIGHT RECORDER**

1.1.5 An IGC-approved device to record pressure altitude and GPS position and altitude. A given FLIGHT RECORDER (FR) may be approved for all flights, all badges, or Silver through Diamond badge claims only.

#### **POSITION RECORDER**

1.1.6 A NAC-approved device to record GPS data for Silver or Gold badge claims only.

#### **MEANS of PROPULSION (MoP) RECORDER**

1.1.7 A device that records noise level or other sensor data to indicate MoP use.

## 1.2 DEFINITION of FLIGHT TERMS

<b>SOARING PERFORMANCE</b>	1.2.1	The portion of a glider flight from the START POINT to the FINISH POINT.
<b>WAY POINT</b>	1.2.2	A point specified by a set of coordinates. A WAY POINT may be a START POINT, TURN POINT, or FINISH POINT.
<b>LEG</b>	1.2.3	The straight line between two successive WAY POINTS.
<b>COURSE</b>	1.2.4	All the LEGS of a SOARING PERFORMANCE.
<b>TURN POINT</b>	1.2.5	The WAY POINT between two successive LEGS.
<b>OBSERVATION ZONE</b>	1.2.6	The airspace a glider must enter to attain a declared TURN POINT. It is either: <ul style="list-style-type: none"><li>a. a CYLINDER having a 500m radius and unlimited height, centered on the TURN POINT, or</li><li>b. a SECTOR, a quadrant having unlimited radius and height, with its apex at the TURN POINT and oriented symmetrical to and remote from the bisector of the inbound and out-bound LEGS.</li></ul>
<b>FIX</b>	1.2.7	A single line of recorded data from a FLIGHT RECORDER or POSITION RECORDER containing the time, position and altitude of the glider. The altitude data source may be air pressure or GPS height, depending on the device. A FIX does not have an OBSERVATION ZONE.
<b>RELEASE POINT</b>	1.2.8	The WAY POINT where the glider releases or ceases using a MoP.
<b>START POINT</b>	1.2.9	The WAY POINT that marks the beginning of a SOARING PERFORMANCE at either: <ul style="list-style-type: none"><li>a. the RELEASE POINT, or</li><li>b. declared START coordinates, or</li><li>c. a FIX selected post-flight.</li></ul>
<b>FINISH POINT</b>	1.2.10	The WAY POINT that marks the end of a SOARING PERFORMANCE at either: <ul style="list-style-type: none"><li>a. where the glider comes to rest on landing, or</li><li>b. declared FINISH coordinates, or</li><li>c. a FIX selected post-flight, or</li><li>d. a FIX established by the starting of a MoP.</li></ul>
<b>CLOSED COURSE</b>	1.2.11	A COURSE requiring the FINISH POINT to be the declared START POINT.
<b>START &amp; FINISH LINES</b>	1.2.12	A 1 kilometre line centered on the START or FINISH POINT. In all cases, a START LINE is perpendicular to the first LEG and a FINISH LINE is perpendicular to the last LEG. For a free CLOSED COURSE using a START FIX, the FINISH LINE is centered on the START FIX.

## 1.3 DEFINITION of SOARING MEASUREMENT TERMS

<b>START TIME and ALTITUDE</b>	1.3.1	The time and altitude (msl) at which a SOARING PERFORMANCE begins, both determined by the type of SOARING PERFORMANCE and the type of START POINT claimed: <ul style="list-style-type: none"><li>a. When a declared START POINT is claimed, START TIME and ALTITUDE is taken at the START LINE as the glider crosses in the direction of the first leg.</li><li>b. When a declared START POINT is not claimed, START TIME and ALTITUDE is taken at the RELEASE POINT or alternately, for DURATION and FREE DISTANCE claims, at a FIX selected post-flight.</li></ul>
<b>FINISH TIME and ALTITUDE</b>	1.3.2	The time and altitude (msl) at which a SOARING PERFORMANCE ends, both determined by the type of SOARING PERFORMANCE and the type of FINISH POINT claimed: <ul style="list-style-type: none"><li>a. For a finish at landing, FINISH TIME is the time of landing and FINISH ALTITUDE is the landing site msl elevation.</li></ul>

- b. When a declared FINISH POINT is required, and for any free CLOSED COURSE, FINISH TIME and ALTITUDE is taken at the FINISH LINE as the glider crosses in the direction of the last leg.
- c. When a declared FINISH POINT is not required, FINISH TIME and ALTITUDE may be taken at the start of a MoP, a FIX selected as the FINISH POINT, or at time of landing, whichever occurs first.

<b>DURATION</b>	1.3.3	The elapsed time between the START TIME and the FINISH TIME.
<b>LOSS OF HEIGHT</b>	1.3.4	The START ALTITUDE minus the FINISH ALTITUDE. An excess LOSS OF HEIGHT shall be corrected as given in 2.4.4 for badges and in 3.1.5 and 3.1.6 for records.
<b>GAIN OF HEIGHT</b>	1.3.5	The recorded altitude difference between a high point and a prior low point.
<b>OZ CORRECTION</b>	1.3.6	For each TURN POINT achieved only using the CYLINDER OZ, the OFFICIAL DISTANCE shall be decreased by 1 kilometre.
<b>OFFICIAL DISTANCE</b>	1.3.7	The COURSE distance, less any OZ CORRECTION and/or LOSS OF HEIGHT correction. Distances are measured according to the WGS84 ellipsoid.

#### 1.4 BADGE and RECORD REQUIREMENTS

1.4.1 **General** Electronic flight data and a DECLARATION are required except where specifically exempt. Specific SOARING PERFORMANCES place limits on given COURSES as individually defined in 2.2 for badges and 3.1.5 and 3.1.6 for records.

##### 1.4.2 Soaring performance types

- a. **GAIN OF HEIGHT** A SOARING PERFORMANCE conducted per 1.3.5 for a given badge (see 2.2.1c, 2.2.2c and 2.2.3c) or a record (see 3.1.7a).
- b. **ABSOLUTE ALTITUDE** A SOARING PERFORMANCE for maximum altitude (see 3.1.7b).
- c. **DURATION** A SOARING PERFORMANCE required for the Silver badge (2.2.1b) or Gold badge (2.2.2b).
- d. **STRAIGHT DISTANCE** A COURSE without TURN POINTS starting from RELEASE or a declared START POINT.
- e. **GOAL DISTANCE** A COURSE without TURN POINTS, from a declared START POINT to a declared FINISH POINT.
- f. **3 TURN POINT DIST.** A COURSE from a RELEASE POINT or a declared START POINT to any type of FINISH POINT, via one, two, or all three declared TURN POINTS, which may be flown in any order.
- g. **OUT & RETURN** A CLOSED COURSE with only one declared TURN POINT.
- h. **TRIANGLE** A CLOSED COURSE via 2 or 3 declared TURN POINTS flown in the sequence declared. When 3 TURN POINTS are used, the COURSE distance is the sum of the legs between the TURN POINTS.
- i. **FREE DISTANCE** A COURSE from any START POINT to any FINISH POINT.
- j. **FREE 3TP DISTANCE** A 3 TURN POINT DISTANCE flight having FIXES for some or all WAY POINTS.
- k. **FREE OUT & RETURN** An OUT & RETURN flight having FIXES for some or all WAY POINTS.
- l. **FREE TRIANGLE** A TRIANGLE flight having FIXES for some or all WAY POINTS.

1.4.3 **Multiple use of way points** A TURN POINT can have the same coordinates as the START or FINISH POINT. If a WAY POINT is to be used twice it must be listed twice in the task declaration.

**Table of badge and record requirements**

Soaring performance	SC3	Use	Declaration	Max # of TPs		Start alternatives			Finish alternatives		
				declared	claimed	Release	Fix	Start line	Land	Fix	Finish line
Gain of Height	1.4.2a	Badge / Record	Yes see 1.1.3	n/a		OK	n/a	n/a	OK		
Absolute Altitude	1.4.2b	Record only		n/a		OK	n/a	n/a	OK		
Duration	1.4.2c	Badge only	see 2.4.1	n/a		OK			OK		
Straight Distance <sup>(1)</sup>	1.4.2d		Yes see 1.1.3  <i>with coordinates for each declared way point</i>		3	0	OK	No	OK	OK	
Goal Distance	1.4.2e	0		0	No	No	required	No	No	required	
3TP Distance	1.4.2f	3		3	OK	No	OK	OK			
O&R Distance <sup>(2)</sup>	1.4.2g	1		1	No	No	required	No	No	required	
Triangle (2TP) Dist. <sup>(2)</sup>	1.4.2h										2
Triangle (3TP) Dist. <sup>(2)</sup>			3								3
Free Distance	1.4.2i	Record only	Yes see 1.1.3  declared way points optional	n/a	0	OK			OK		
Free 3TP Distance	1.4.2j				3	OK			OK		
Free O&R Distance	1.4.2k				1	OK			No	No	required <sup>(3)</sup>
Free Triangle Distance	1.4.2l				3	OK			No	No	required <sup>(3)</sup>

**NOTES**

- *n/a* – indicates a requirement not applicable to this soaring performance.
- *Written and internet declarations are options for badge claims only; all record claims require a flight recorder.*
- *Silver distance requires a finish fix at least 50 km from release and the launch point, and may be done as part of ANY soaring performance.*

*(1) If not using a start at release, the start point and its coordinates must be listed in the declaration.*

*(2) All requirements are equally applicable to out-&-return and triangle speed records.*

*(3) When a free closed course start is claimed at a start fix, that fix becomes the center of the finish line.*



# Chapter 2

## BADGES and BADGE PROCEDURES

*See SC3C for examples of ways and means by which badges may be verified, such as the calculation of distances, and FR or PR data analysis methods.*

### 2.0 GENERAL

- a. The FAI Silver, Gold, and Diamond badge flights and the Diploma flights are a set of international soaring achievement standards that do not need to be renewed. They are awarded by each NAC, who shall maintain a register of the flights it has validated, retaining the pilot's name, nationality, and the dates and details of each soaring performance.
- b. Regardless of the number of flight recorders and/or position recorders carried in the glider, only those selected by the pilot before take-off and inspected (i.e. controlled) by an OO shall be used for flight claim evidence. All further references to FRs or PRs in Chapter 2 and 4 for badge claims apply to those so controlled.
- c. The pilot must be alone in the glider.

### 2.1 BADGE DESIGN



**Silver Badge**



**Gold Badge**



**Three Diamonds**  
(1,2 Diamonds similar)



**750+ km Badges**  
1000 km shown,  
others similar

### 2.2 BADGE REQUIREMENTS

#### 2.2.1 Silver Badge

The Silver badge is achieved on completing these soaring performances:

- a. SILVER DISTANCE A straight distance flight from a start at release to a finish fix located at least 50 km from release and at least 50 km from the fix recorded at the beginning of the take-off roll.  
  
*Silver distance and any longer declared task may both be claimed for the same flight, see SC3C-2.3. The Silver distance should not be flown with guidance from another pilot.*
- b. SILVER DURATION A duration flight of at least 5 hours.
- c. SILVER HEIGHT A gain of height of at least 1000 metres.

#### 2.2.2 Gold Badge

The Gold badge is achieved on completing these soaring performances:

- a. GOLD DISTANCE A distance flight of at least 300 kilometres as defined in 1.4.2d to 1.4.2h.
- b. GOLD DURATION A duration flight of at least 5 hours.
- c. GOLD HEIGHT A gain of height of at least 3000 metres.

#### 2.2.3 Diamonds

There are three Diamond tasks, with each completed Diamond mounted on the Silver or Gold badge. Each Diamond is achieved separately by completing one of the soaring performances below:

- a. DIAMOND GOAL A distance flight of at least 300 kilometres over an out-and-return (1.4.2g) or triangle (1.4.2h) course. There is no restriction on the triangle geometry.
- b. DIAMOND DISTANCE A distance flight of at least 500 kilometres as defined in 1.4.2d to 1.4.2h.
- c. DIAMOND HEIGHT A gain of height of at least 5000 metres.

2.2.4 **FAI Diploma flights** FAI Diploma flights begin with a minimum distance of 750 km and increase in 250 km increments. They may use any course defined in 1.4.2d through 1.4.2h. A Diploma is awarded once only for the incremental distance immediately less than the distance flown.

2.2.5 **Diamond and Diploma badge registration** On completion of all three Diamonds or any Diploma flight, the NAC shall provide the information held in its national register per 2.0a to the FAI at [info@fai.org](mailto:info@fai.org). In turn, the FAI will enter the name of the pilot in an international register, and award the pilot a Diploma to recognise these flights.

2.2.6 **Control and allowed use of FRs & PRs** The OO shall provide control (2.0b) by noting the type and serial number of each FR and PR, and inspect its installation as described in its approval document. In addition:

- a. Silver or Gold claims must be recorded either by a Position Recorder (“PR”) approved by the “controlling NAC” as in 2.5, or by an FR approved by the GNSS Flight Recorder Approval Committee (GFAC) to Levels 1, 2, or 3.
- b. Diamond claims require an FR approved by GFAC to Levels 1, 2, or 3.
- c. Diploma flights require an FR approved by GFAC to Levels 1 or 2.

### 2.3 DECLARATION REQUIREMENTS

All badge claims recorded by FR or PR require a declaration per 1.1.3. For any distance claim other than Straight Distance from release, the declaration shall also include a list of way point coordinates. The declaration must be identical in every FR and/or PR used, with the exception stated in 2.3b.

- a. A written or internet declaration is mandatory for PR-recorded flights and is an option for any Silver or Gold flight. This type of declaration supersedes any earlier FR or PR declaration. Along with the content specified in 1.1.3, it must include the pilot and OO signatures, the date and time of signing, and the FRs or PRs used. A hard copy of all written or internet declarations made for a given flight shall be submitted with claim material.
- b. If the data file for a Silver or Gold flight recorded by any FR or PR omits or has the incorrect pilot name and/or glider type and unique identification, the OO correction certificate in 4.4.2c shall be submitted with claim materials.
- c. Diamond Goal, Diamond Distance and Diploma Distance require an FR-generated declaration and if multiple FRs are used, the declaration in each FR must be identical for a claim to be valid.

*SC3C-2.6 has general notes on declarations and SC3C-6.4 on the declaration format as it appears in an .igc file, and Appendix 4 for a sample written declaration form. Consult the FR manufacturer’s user manual for the method an FR uses to record the declaration date and time.*

### 2.4 FLIGHT EVIDENCE REQUIREMENTS

The OO certifying the claim for NAC action shall follow 4.3.1 to 4.3.5, and 4.4.1.

- a. For Altitude Gain, Silver/Gold Duration, and Silver/Gold Distance claims, one .igc file from an approved device may be selected for analysis, supplemented by the file from another device if substantial recording gaps are found. If both FR and PR were used for a flight, the FR files should be used for analysis first.
- b. If a declaration was required, the original of any written declaration and copy of any internet declaration made for the flight shall be attached to the claim.
- c. For Diamond Goal, Diamond Distance, and Diploma claims, the .igc files from every FR used shall be submitted.

2.4.1 **Time evidence** GPS time data shall be substantiated by independent evidence of take-off time. The data sampling rate in each FR or PR used must be set to at least once per minute. The 5-hour duration task may be flown with no FR or PR if it is under the continual attention of an OO, who shall control the task as given in 4.3.2.

2.4.2 **Position evidence** Position data may be recorded by an FR or a PR for Silver or Gold badge flights. An FR must be used for Diamond and Diploma flights.

- a. **RELEASE POINT** The release point (or MoP stop) shall be taken from the recorded in-flight data. As soon as possible after release, the pilot should descend or make a steep turn so the data

clearly indicates the release point. The release point shall be taken at the start of this descent or turn (see SC3C-10.8b).

- b. **START/FINISH LINE** Where a start line and/or finish line is required, position data from a FR or PR must show that the glider crossed it as required by 1.3.1a.
- c. **TURN POINTS ACHIEVED** Position evidence from a FR or PR must show that a fix was recorded within the OZ or a straight line between consecutive fixes passes through the OZ.
- d. **FINISH FIX** The position of a finish fix shall be taken from the GPS data.

#### 2.4.3 **Altitude evidence**

- a. The altitude at which a glider crosses a start or finish line is determined by linear interpolation between the altitude at the last fix before crossing and the first fix after crossing.
- b. If PR barometric data is not available or the FR calibration period has lapsed, GPS height data may be used for Silver and Gold tasks, provided that a 100 metre error margin is applied to all pressure height requirements of the Code (example: the gain of height is at least 1100 metres for Silver altitude). *An example is given in SC3C-3.3.*

#### 2.4.4 **Loss of height limits**

- a. For distances greater than 100 kilometres where the LoH exceeds 1000m using barometric data or 900m using GPS height data, an adjustment of 100 times the excess LoH shall be subtracted from the length of the course.
- b. For distances of 100 kilometres or less, the flight is invalid if the LoH exceeds 1% of the distance using barometric data or [1% of course distance less 100m] using GPS height data.

2.4.5 **Flight continuity** The FR or PR data must show there was no intermediate landing by the glider and a MoP was not used during the soaring performance. An interruption in altitude data will not compromise proof of flight continuity provided that the OO and NAC are convinced that no critical data is missing and the evidence remains indisputable. Evidence of flight continuity can also be assessed from a time plot of the GPS height data.

2.4.6 **Barometric calibration period** The barometric recording function of a FR, or a PR (if incorporated), shall be calibrated within 5 years prior to the flight or within 2 months after the flight.

2.4.7 **MoP evidence** The OO shall consult the approval document for each device recording MoP data and certify the means used to determine that a MoP was not used during the soaring performance.

### 2.5 **THE USE OF POSITION RECORDERS**

- a. Many GPS devices can record the coordinates of their position. If this data can be transferred in the format of an .igc file, NACs may allow these position recorders (PRs) to be used to validate the horizontal position of the glider for Silver or Gold badge flights. Altitude evidence may also be certified subject to the restriction given in 2.4.3b.
- b. NACs shall approve the specific types of PRs for use within their area of responsibility and to maintain a current list of them. A specimen PR-approval document is on the IGC web site and should be used as a basis, modified with the characteristics of the PR concerned. Approval documents for PRs that comply with the Sporting Code will be posted on the IGC website by GFAC.
- c. NACs should consult GFAC for advice prior to beginning the approval process for a given PR as there may be known problems with it or it may have been found to not comply with IGC rules and procedures. Guidance on PR operation and the approval process is given in SC3C-6.2.
- d. Flight recorders that have lost their IGC approval may, with NAC approval, be suitable to use as PRs if the requirements in 2.5e and 2.5f are met.
- e. Any PR that can produce estimated fixes by averaging or predicting based on past fixes is acceptable only if the estimation function is disabled. The OO must supervise the disabling process or verify that it was completed before flight and certify that this was done.
- f. Data transferred from the PR must be converted as closely as possible to the .igc format. Any transfer and conversion program should be approved by the NAC and include a means of identifying any change to the .igc file made after the initial transfer.

# Chapter 3

## RECORDS and RECORD PROCEDURES

*This chapter defines the record types and the evidence, measurements and calculations required to verify them. Annex C gives examples of the means by which this may be done.*

### 3.0 GENERAL

- a. No advance notice for a record attempt is required.
- b. The pilot must possess a valid FAI Sporting Licence issued by their NAC or the FAI (GS-3.1).
- c. With the possible exception of a flight having a mixed nationality crew, a World record claim must first be approved as a National record – a Continental record does not. *Note: National records are controlled by their own NAC and can differ from or be additional to World or Continental records.*
- d. The Continental regions defined in GS-2.5 will be used, with the exception that the part of Russia east of the 61 degree meridian will be assigned to Asia. A flight that crosses the border between Continental regions will be credited to the region in which the flight started.
- e. Regardless of the number of FRs carried in the glider, only those selected by the pilot before take-off and inspected (i.e. controlled) by an OO shall be used for flight claim evidence in Chapter 3 and 4. All further references to FRs in this chapter for record claims apply to those so controlled.
- f. A record claim shall fail should any person involved in the claim alter, conceal, or in any other way misrepresent the evidence with the intent to deceive. The FAI will withdraw the Sporting Licences of those guilty of the fraud and may cancel permanently or for a period of time any other award, record, title, etc. it has conferred. A NAC may be asked to cancel the appointment of the OO(s) involved where appropriate (see 4.2.2).

### 3.1 RECORD CATEGORY, CLASS, and TYPE

Record category relates to the pilot, record class to the glider used, and record type to the soaring performance claimed. When a new record class or type is created, a minimum performance level may be set by the IGC and published on the FAI web site.

**3.1.1 Pilot category** General category includes any pilot. In the Female category, all persons aboard the glider must be female.

**3.1.2 Record class** FAI Class D glider records are in the following classes:

- a. OPEN any FAI Class D glider.
- b. 15 METRE any FAI Class D glider with a wingspan not exceeding 15,000 mm.
- c. 13.5 METRE any FAI Class D glider with a wingspan not exceeding 13,500 mm.
- d. ULTRALIGHT an FAI Class D glider with a take-off mass not exceeding 220 kg.  
(A MICROLIFT glider is an ULTRALIGHT with a wing loading not exceeding 18 kg/m<sup>2</sup>. It does not have separate records).

**3.1.3 Multiplace gliders**

- a. When a multiplace glider is being used, all flight crew must be identified on the task declaration, be named in full on the claim form, and be at least 14 years old. Only flight crew possessing a valid Sporting Licence will be named in the FAI records register.
- b. When the pilot and flight crew claim a World or Continental record using a multiplace glider, they may act as a team. Each crew member must hold a Sporting Licence, and the claim will be registered to the named pilot-in-command.

**3.1.4 Record designation** Glider records are designated by code letters starting with the FAI code letter for gliders (D), then the glider class, and finally the pilot category (general or female):

- a. Open Class glider records designated by adding the letter O
- b. 15m Class glider records designated by adding the number 15
- c. 13.5m Class glider records designated by adding the letter 13

- d. Ultralight glider records designated by adding the letter U
- e. General pilot category designated by the letter G.
- f. Female pilot category designated by the letter F.

Example: *D13F* Gliding, 13.5 metre class, Female

- 3.1.5 **Distance records** A new record claim must exceed the current value by 1 km. If the loss of height (LoH) between the start point and the finish point is greater than 1000 metres, the achieved distance shall be reduced by **100 (LoH – 1000m)** metres to give the official distance.
- a. Goal distance Declared start and finish point with no turn points (TPs).
  - b. Free distance Any start point and finish point with no TPs.
  - c. Out-and-return distance Closed course with declared start/finish and only 1 TP declared.
  - d. Free Out-and-return dist. Closed course with 1 TP selected from a position fix.
  - e. 3 TP distance Release or declared start point to any finish, via 1 to 3 declared TPs.
  - f. Free 3 TP distance Start, finish, and 1 to 3 TPs selected from position fixes.
  - g. Triangle distance Closed course, declared start/finish with 2 or 3 declared TPs.
  - h. Free triangle distance Closed course with 2 or 3 TPs selected from position fixes.
- 3.1.6 **Speed records** A new record claim must exceed the current value by 1 km/h. A loss of height between the start point and finish point greater than 1000 metres will invalidate the claim.
- a. Out & Return speed Course as in 3.1.5c with a distance of 500 km or multiples of 500 km.
  - b. Triangle Speed Course as in 3.1.5g with distances of 100, 300, 500, 750, 1250 km, or greater multiples of 500 km. A record may be claimed for the declared course and any shorter triangle in compliance with the applicable leg length requirements.
- 3.1.7 **Altitude records** A new record claim must exceed the current value by 1% for altitude using pressure data or 150m using GPS data. Altitude records are limited to Open class gliders.
- a. Gain of Height See 1.3.5.
  - b. Absolute altitude A gain of height of at least 5000m over the start altitude is required.
- 3.1.8 **Triangle geometry** For triangle and free triangle courses of 750 km or more, the length of each leg shall be 25% to 45% of the course distance. For courses shorter than 750 km, no leg may have a length of less than 28% of the course distance.

### 3.2 DECLARATION REQUIREMENTS

Record flights require a declaration recorded in a FR per 1.1.3, and any error in the declaration will invalidate the claim. A multiplace glider declaration shall include the name of the co-pilot. When multiple FRs are used, the declarations in each must be identical for a claim to be valid.

*SC3C-2.7 has general notes on declarations and 6.4 on the declaration format as it appears in an .igc file. Consult the FR user manual for the method an FR uses to record the declaration date and time.*

### 3.3 FLIGHT EVIDENCE REQUIREMENTS

The OO certifying the claim for NAC action shall follow 4.3.1 to 4.3.5, and 4.4.1. The .igc file from all FRs must be submitted for the claim. All FRs used shall have “all flights” GFAC approval level (see also 3.3.3b for high altitude record claims). The OO shall provide control (3.0e) of each FR by noting its type and serial number, and inspecting its installation as described in the relevant approval document.

- 3.3.1 **Time evidence** GPS data shall be used, substantiated by independent evidence confirming take-off and landing times and locations. Start or finish time is determined by linear interpolation between the last fix before crossing and the first fix after crossing the start or finish line. The data sampling rate in each FR must be set to at least once per minute.
- 3.3.2 **Position evidence** Position evidence shall be taken from the .igc file.
- a. RELEASE POINT The position data shall clearly indicate the release point (or MoP stop). If a release point is to be used for the start, the pilot should descend or make a steep turn as soon as possible. The release point shall be taken at the start of this turn or descent. See *SC3C-10.8b*.

- b. **START/FINISH LINE** Where a start line and/or finish line is required, the position data must show that the glider crossed it per 1.3.1 and 1.3.2.
- c. **TURN POINTS ACHIEVED** When a turn point is not required to be declared, a fix is selected post-flight. For declared turn points, the position data must show that a fix was recorded within the OZ or a straight line between consecutive valid fixes passes through the OZ.

### 3.3.3 Altitude evidence

- a. Up to 15,000 metres, pressure data recorded by an FR shall be used.
- b. Above 15,000 metres, GPS altitude data from an FR approved for high altitude use (HAFR) shall be used. *See Annex B and the Technical Specifications for IGC FRs for procedures.*
- c. For altitude flights, both GPS and pressure altitude shall be recorded. The resulting profiles of the GPS and pressure altitudes must correspond to ensure no anomaly is present in the evidence.
- d. For a gain-of-height record claim having a high point above 15,000 metres, the evidence for the low point shall also come from GPS altitude data.
- e. Start or finish altitude is determined by linear interpolation between the last fix before crossing and the first fix after crossing the start or finish line.

### 3.3.4 Flight continuity

- a. The flight data must show there was no intermediate landing by the glider and a MoP was not used during the soaring performance.
- b. An interruption in barometric data will not compromise proof of flight continuity provided the OO and NAC are convinced that no critical data is missing and the evidence remains indisputable. When multiple FRs are used, 4.3.4 applies if data discrepancies exist between the .igc files used for the claim.

*Evidence of flight continuity can also be assessed from a time plot of the GPS height data.*

- 3.3.5 **Barometric calibration period** For distance and speed claims, the barometric function of the FR used for the claim shall be calibrated within 5 years prior to the flight *or* within 2 months after the flight. Both calibrations are required for altitude and gain of height records, with the less favourable of the two used to make the calculations.

- 3.3.6 **Means of propulsion evidence and MoP recorder procedures** The OO shall certify in Record Form D (see 3.6) the means used to determine that the MoP recorder functioned correctly.

## 3.4 FAI RECORD CLAIM FORMS

For claims submitted to the FAI, the current IGC-approved FAI claim forms must be used. Forms are available from the IGC web site at <https://www.fai.org/igc-documents> – then click on *Records* and on *Record Claim Forms*. They are also available in hard copy from the FAI office and NACs. For national records, the NAC may issue its own forms similar to the FAI versions.

*Note: Refer to SC3-1.7 on the accuracy and precision of claimed record values.*

- a. **Form A** Absolute altitude or Gain of Height records (Open class only)
- b. **Form B** Distance records
- c. **Form C** Speed records
- d. **Form D** Motor glider records. Form is additional to other forms if appropriate to the claim.
- e. **Form E** Completed by all NACs involved. Form must be included with claim file.

## 3.5 TIME LIMIT on CLAIMS

Notification of a record claim must be submitted to [record@fai.org](mailto:record@fai.org) by the NAC or the OO controlling the flight within seven days of the flight. In exceptional circumstances, the president of the IGC may grant an extension. Telephone, fax, e-mail, and similar types of notification are acceptable.

The NAC shall forward claim documentation to reach the FAI within 120 days of the date of the flight unless an extension of time has been authorised by the IGC President.

# Chapter 4

## OFFICIAL OBSERVERS and CERTIFICATION

### 4.1 NATIONAL AIRSPORT CONTROL

The National Airsport Control (NAC) has administrative responsibility for a nation's sport aviation activities, such as issuing Sporting Licences. The verification of national records and other responsibilities are often delegated to the national gliding body. In SC3 and SC3C, NAC refers to either body. See SC3C-1.3 for recommended practices by NACs.

- a. **ORGANISING NAC** The pilot's nationality or residency determines the NAC responsible for issuing them a Sporting Licence, certifying the pilot's achievement and, in the case of a World or Continental record, sending the record claim dossier to the FAI, regardless of where the record attempt took place.
- b. **CONTROLLING NAC** When a record or badge flight originates in a country other than that of the organising NAC, the NAC of the host country shall control the flight and may appoint OOs of the organizing NAC to act on its behalf if it so chooses.
  - If appointed by the controlling NAC, the OO may forward the completed claim directly to the organizing NAC.
  - If an OO has not been authorised to act on a claim by the controlling NAC, the organizing NAC shall not accept that claim unless the controlling NAC has first received the claim and verifies to the organizing NAC that the flight was flown legally.
- c. If a controlling NAC does not exist or is inactive in a country, the organizing NAC may control a record or badge flight there. If the organizing NAC is not sure of the current FAI status of a country, it shall contact [sports@fai.org](mailto:sports@fai.org) (or [sec.gen@fai.org](mailto:sec.gen@fai.org) if FAI Sports is unavailable).

### 4.2 OO REQUIREMENTS

- 4.2.1 **Appointment and jurisdiction** OOs are appointed by their organizing NAC on behalf of the FAI. Directors of competitions sanctioned by FAI or a NAC may act as OOs for badge or record flights undertaken during a competition.

OOs serve within the jurisdiction of the appointing NAC and may control flights made by glider pilots of any nationality if the controlling NAC so permits. OOs may also serve within the jurisdiction of a controlling NAC when authorized by the controlling NAC to do so (see 4.1b).

- 4.2.2 **Duties** As the representative of the FAI, the OO oversees FAI badge and record attempts, and any other soaring performances a NAC may define within its authority. In case of a violation of duty by an OO, the appointment of the OO shall be withdrawn.

#### 4.2.3 Competence

- a. OOs must be familiar with the Code and pertinent air regulations, and have the integrity and competence necessary to control and certify them. An OO should be given training appropriate to the duties of an OO prior to being approved by a NAC. *SC3C-1.3 gives recommended practices for NAC administration of OOs.*
- b. The OO must have written approval by his NAC to act for a World or Continental record. Previous satisfactory experience as an OO for badges or national records should be a prerequisite.
- c. The OO should be familiar with evaluation problems as outlined in SC3C-10.8. The OO shall be familiar with, or have available from the pilot, the GFAC approval documents of any FR used, and/or the controlling NAC approval document for any PR used.

#### 4.2.4 Conflict of interest

All persons involved in data verification and claim approval must conform to the FAI Code of Ethics, evaluating the claim objectively according to the rules and procedures of the Code. As such, no one involved in ratifying a World or Continental record claim may have a special personal interest in the outcome of that claim, and OOs may not act for any record or badge attempt in which they have any financial interest or in which they are the pilot or passenger.

*Ownership of the glider shall not be considered "financial interest". In essence, monetary or other substantial gain shall not depend on the successful certification of the claim by the OO or other individuals concerned.*

#### **4.3 FLIGHT CONTROL and VERIFICATION**

**4.3.1 Pre-flight control actions** If present at takeoff, an OO shall confirm pilot name(s) and the glider flown. If this is not possible, an OO shall seal each FR (or PR) to the glider. In either case, and for each FR or PR, an OO must perform the control actions required and, for motor gliders, that OO shall verify the means used to detect MoP use.

*References: FR approval documents and SC3C-7.3a; 2.2.6 & 2.4.7 for badges; 3.3 & 3.3.4 for records.*

**4.3.2 Take-off and landing** Use evidence independent of the device(s) to confirm the time and points of take-off and landing, pilot name(s), glider type and registration. For duration flights, 2.4.1 may apply. If the landing was not witnessed, complete a landing certificate per 4.4.2e.

**4.3.3 Post-flight control actions** For each FR (or PR), an OO shall inspect any seals applied before take-off, perform or supervise data transfer, check the security of each file using the appropriate validation program, and confirm continuity of flight. Complete evaluation, and claim submission shall be performed by that OO or another qualified person who shall submit:

- The original data on the memory device. This must include the .igc file, and the device file in its original format (if different) as transferred from each device as soon as possible after landing.
- The appropriate claim form(s), including OO's evidence that any manually recorded times and locations for the flight correspond to the equivalent FR/PR data.

**4.3.4 Data analysis** A person who has been approved by the controlling NAC but not on the claimed flight shall perform data analysis as follows:

- a. Achieved way point fixes shall be determined from the FR or PR evidence, as applicable. When multiple devices are used and discrepancies exist, 4.3.6 shall apply. Any measurement or calculation inaccuracy related to the flight data is to be interpreted to the maximum disadvantage of the pilot. *Analysis guidance is given in SC3C-10.*
- b. When absolute altitude is to be determined for a record claim, pressure altitudes must be corrected for both instrument error and non-standard atmospheric pressure. Guidance is given in SC3C-3.5 and 3.6.

When multiple FRs are used, any stored coordinate differences arising from device design shall be at most +/- 0.001 minutes at each way point.

**4.3.5 Verification** The OO certifying the claim shall verify the aircraft flown, crew name(s), and the time and location of take-off and landing based on personal observation, supplemented if necessary by the written flight logs maintained at the take-off and landing site(s). In the latter case, the OO shall attach to the claim form legible photocopies of the pertinent flight logs. If any required detail is not verified as above, the appropriate verification certificate given in 4.4.2 is required.

#### **4.3.6 File discrepancies between multiple devices**

- a. If a minor discrepancy exists in pilot data, an OO shall attach a statement explaining, for example, how it is known that "J. Jones" and "James L. Jones" refer to the same person.
- b. When a data gap in excess of 1 minute or numerous smaller gaps exist in the .igc file generated by one device, the data from another device shall be used to confirm continuity of flight.
- c. When device accuracy in time, position, or altitude lead to different final results, the result of least benefit to the claim shall be used.
- d. If the data from one FR/PR shows a way point is missed but the data from another shows proper achievement, the way point is considered to have been reached.



#### 4.4 CERTIFICATES

A certificate is a written statement signed by a person who has first-hand knowledge that the statement is true. Whether part of a pre-printed claim form or provided as an attachment, any required certificate must clearly relate to the flight, contain the information required, and be signed by the appropriate person(s).

Negligent certifications or willful misrepresentations are grounds for disciplinary action by the organising NAC concerned.

4.4.1 **Certification by OO** More than one OO may be involved in a flight claim. Individual certificates pertaining to portions of flight evidence shall be verified by the OO involved. A “certifying OO” shall gather the requisite certificate(s) from all OOs involved in the claim and complete and verify the information in the applicable FAI record claim form(s) or NAC-specified badge claim form(s). Calibration certificates excepted, any person signing a certificate shall also provide his or her name, address and, if possible, contact phone number or e-mail address. At a minimum, the certifying OO shall:

- a. review the pre-flight declaration.
- b. verify the physical evidence of the claim per 4.3.4.
- c. evaluate the flight data on the .igc file.
- d. confirm that all applicable OO control actions in 4.3 were performed.
- e. obtain required certificates listed in 4.4.2 and countersign those that are complete and consistent with the claim.

#### 4.4.2 Certificates

- a. **PILOT CERTIFICATE OF REGULATORY COMPLIANCE** For all claims the pilot certifies that the flight was conducted in accordance with the Code, was flown in compliance with all the glider manufacturer’s and national operating limitations, and is in accordance with national flight regulations (airspace, night flight, etc.).

*For records, this certification is on the IGC Record Forms A, B, and C.*

- b. **OO CERTIFICATE** For all claims, this certificate lists the applicable control actions performed and, for each one, the date and the signature and OO number of the OO who performed it. Certificates may originate from more than one OO in a given claim.
- c. **OO CORRECTION CERTIFICATE** This certificate identifies the glider and the pilot when, for a Silver or Gold badge claim, this data is incorrectly entered or stored in an FR or PR.
- d. **TAKE-OFF** This certificate states the time and location of take-off.
- e. **LANDING** This certificate shall list the time and location of landing. It may be signed by an air traffic controller who witnessed the landing. If no one witnessed the landing, two witnesses or an OO shall certify the precise location of the glider and the time and date of that observation.
- f. **CALIBRATION CERTIFICATE** Instrument error at intervals throughout the FR or PR range will be listed on a current calibration certificate that includes the laboratory’s logo or name. This certificate shall include:
  - FR or PR model and serial number and the range of its pressure transducer.
  - date of calibration
  - calibration table
  - date, name, and signature of calibration laboratory official.
- g. **POSITION RECORDER CERTIFICATE** This certificate shall state that the PR used cannot record estimated fixes on the claimed flight if that is an option the PR has. See 2.5e.

# Chapter 5

## GLIDER CLASSES and INTERNATIONAL COMPETITIONS

*This chapter defines the class structure and some general rules for FAI World Gliding Championships and other international competitions.*

### 5.0 GENERAL

- a. Detailed rules for World Championships and other international competitions are given in Annex A to this code (SC3A) and also in the General Section of the FAI Sporting Code. Where “competition” shows in any of these rules, the rule applies to both World Championships and other international competitions.
- b. In order to claim a badge or a record achieved during a competition flight, the requirements of the Code must be fulfilled regardless of the regulations of that competition.

### 5.1 CLASS CONFORMITY

- 5.1.1 **Record flights** An OO shall certify that the glider used for a record flight complies with the requirements for the class rules of the record classification involved and shall certify any measurement and checking required.
- 5.1.2 **Competitions** Gliders shall be presented to the competition organiser as prescribed in the local regulations in order to be checked and measured for compliance with class rules.
- 5.1.3 **Measurement of wing span** Wing span, for the purpose of conformity with class rules, is the maximum distance between the two planes tangent to the wing tips and parallel to the glider plane of symmetry and the weight of each wing supported to allow the wing to match its unloaded shape.  
*Note: The unloaded shape depends on the design of the glider, but will generally mean that the trailing edge is straight along the length of the wing.*
- 5.1.4 **Mass limits** Competition rules may limit the maximum mass of a glider in any class. Any limit must be stated in the official bid and must be approved by the IGC.
- 5.1.5 **Change of components** Except where allowed in the Championship rules, a glider shall use the same set of wings or wing components, fuselage and tail unit for the duration of the competition.
- 5.1.6 **Airworthiness** A glider must hold a valid Certificate of Airworthiness or Flight Permit that does not exclude competition flight and complies with the conditions of its airworthiness documents.

### 5.2 HANDICAPPING

The purpose of handicapping shall be to equalise the performance of competing gliders as far as possible. The handicap values used shall be directly proportional to the expected cross-country speeds of gliders in typical soaring conditions for the competition concerned.

If handicapping is to be used it shall be applied directly to the achieved speed for finishers, or to the distance for non-finishers. Competitors completing the task shall not be given less than full distance points, and competitors not completing the task shall not be given more than full distance points. Any list of handicaps proposed for a competition must be approved by the IGC.

### 5.3 TIME PERIOD for CLASS CHANGES

The minimum period between the announcement and implementation of a new class or major alteration to the rules of an existing class shall not normally be less than four years. Minor alterations not requiring design changes shall normally have two years notice. The IGC may reduce the period of notice for special reasons.

#### 5.4 WORLD CHAMPIONSHIPS

World Gliding Championships are organised in the classes defined below. Women's Championships and Junior Championships may also be organised at the World Championship level. Motor gliders are integrated into the other championship classes.

#### 5.5 COMPETITION CLASSES

5.5.1 **Open Class** No limitations.

##### 5.5.2 20 metre multiplace

- a. **ENTRY** The class consists of gliders having a crew of two persons. The crew must represent the same NAC and have a Sporting Licence issued by that NAC. The winning crew shall jointly hold the title of Champion.
- b. **WINGS** The span must not exceed 20,000 mm.
- c. **BALLAST** Disposable ballast is permitted.
- d. **SCORING** Except in World championships, scoring formulas may include handicap factors. If handicaps are to be used, the gliders must have a handicap factor within the range used for the competition.

5.5.3 **18 metre Class** The only limitation is a maximum span of 18,000 mm.

5.5.4 **15 metre Class** The only limitation is a maximum span of 15,000 mm.

5.5.5 **13.5 metre Class** The only limitation is a maximum span of 13,500 mm.

##### 5.5.6 Standard Class

- a. **WINGS** The span must not exceed 15,000 mm. Any method of changing the wing profile other than by normal use of the ailerons is prohibited. Lift increasing devices are prohibited, even if unusable.
- b. **AIR BRAKES** The glider must be fitted with air brakes that cannot be used to increase performance. Drag parachutes are prohibited.
- c. **WHEEL** The undercarriage may be fixed or retractable. The main landing wheel shall be at least 300 mm in diameter and 100 mm in width.
- d. **BALLAST** Disposable ballast is permitted.

5.5.7 **Club Class** The purpose of the Club Class is to preserve the value of older high performance gliders, to provide inexpensive but high quality international championships, and to enable pilots who do not have access to gliders of the highest standard of performance to take part in contests at the highest levels.

- a. **ENTRY** The only limitation is that it is within the agreed range of handicap factors for the competition.
- b. **BALLAST** Disposable ballast is not permitted.
- c. **SCORING** Championship scoring formulas shall include handicap factors.

#### 5.6 INTERNATIONAL COMPETITIONS

International competitions may be held in the World Championship classes and in other classes specifically approved by the IGC. Certain championships have a restricted entry:

- a. **WOMEN'S CHAMPIONSHIPS** Championships in one or more of the approved classes that are open to female flight crew only.
- b. **JUNIOR CHAMPIONSHIPS** Championships in one or more of the approved classes that are open to pilots whose 25th birthday occurs in the calendar year (1 January to 31 December) that includes the date of the start of the championships, or occurs later.

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