

# Competition Rules Brazilian Championship

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Liga Brasileira de Competidores de Parapente



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# 1. General information

## 1.1. Obligations of the Pilot enrolled in the Championship

Read and become aware of all the rules contained in this regulation. It is the responsibility of the pilot enrolled in the championship to submit to the penalties contained in this regulation once not respected any of the rules and guidelines below previously determined.

For a situation or case, which is not explicitly determined in the regulation, the Meet Director has the power to apply or set the penalty that he deems pertinent.

### 1.1.1. Use of SPOT or any similar satellite positioning system

It is not mandatory the use of the satellite tracking system for the Brazilian paragliding championship but we recommend the use of one as a personal safety device. Each pilot at the moment of registration, shall receive instructions how to program their device with cellular numbers and e-mails of the event.

### 1.1.2. To be properly accredited to the FAI as well as to carry the license at the time of registration

It is valid and mandatory that the pilot to participate in the Brazilian paragliding championship is duly registered and up-to-date with his FAI license. As well as carrying your FAI license card in the act of registration as already determined in Item 1 of these rules. There will not be accepted complaints for pilot ignorance of this mandatory item as a competitor.

## 1.2. Local regulations

If there is a need for local rules to be applied by the Organizers of the event, they must be informed to the CBVL technical board for approval, one month in advance of the start of the event, so that the new rules can be made available on the web site.

## 1.3. Official language

If the event is sanctioned as FAI-II and there are foreign pilots in the competition, the official language will be English, as this is the official language used in international events. In the task briefings, the information shall be first presented in English, and soon after, in the local language, Portuguese.

## 1.4. CBVL Paragliding Technical Director

The presence of the paragliding technical director of the Confederação Brasileira de Parapente (CBVL), or person delegated by him (other than one of the competitors), is mandatory during the entire event. This person will have the power to decide on the subjects that may be presented to him / her. His decision is not required to be submitted to the board of directors after the championship. He or she shall resolve all issues at the event.

## 1.5. HQ

It shall preferably be in the same place, where all the information related to the competition, such as, scheduling, results and weather forecasts, etc. will be included. The organization may change the location of the HQ and this change shall be announced at the day's briefing.

### 1.6. Transportation to the take-off area

The location and times for departure of the vehicles that transport the pilots and equipment will be informed in the general briefing of the competition and / or the places for flight verification.

During the competition, the official transports and rescues can only be used by registered pilots. It is mandatory to present the identification badge for the access.

### 1.7. Take-off area

It is mandatory to use the identification sticker (numeral) on the helmet to enter the take-off area. Non-enrolled pilots may not take off until the end of the take-off window...

**1.7.1** The organizers and Safety Commission assume that all pilots will launch the day of the task.

In case a pilot decides not to launch, the pilot should inform the Safety Commission before the report back time limit. Failure to do so, will result in a penalty as informed in item 5.4.11

#### 1.7.2 Take-off methods

If necessary, the Organizers of the competition may use the take-off priority method, where all pilots will enter through the gate to launch in a sequence, which is sorted according to the last valid ranking. Obeying the order of the top's 10, 20, 30, and so on. To each group one by one if necessary.

If the event in question is the first valid day of the first event of the event, the take-off order will follow the competition ranking of the previous year. From the second event on, the order will be given by the current ranking of the competition, as well as the ranking of the current base year will only be valid for the top 10.

Also available to take-off priorities are the members of the task Task Commission.

#### 1.7.3. Launch times and attempts

All pilots should be capable of launching in a secure and controlled fashion. If the pilot does not launch within sufficient time, the pilot may be removed from the launch area by the Meet Director or launch judge, giving the opportunity for another pilot to launch. The standard per pilot is: 1 minute and/or 2 attempts. This can be altered by the Task commission and informed during the briefing.

#### 1.7.4. Wind Dummies

**1.7.4.1** WD should be chosen by the Technical Commission of the event. The WD should be experienced competition pilots and should be ready to launch before the launch window opens as directed by the Meet Director.

**1.7.4.2** WD can not help competitors during the flying of the tasks, in order to keep a fair playing field.

#### 1.8. Landing

Landings and launches during the task are strictly prohibited. If there is evidence of the act, the pilot will be excluded from the event.

Immediately after launching, the pilot who finds any problem or failure in his equipment, may land, even on the ramp itself, after the communication by emergency frequency and authorized by the Meet Director. Authorization for a new take-off shall be assessed by the Meet Director, who shall rely on facts and evidences of the need for landing. The priority will always be the safety of the pilots, remembering that a pilot at risk cannot try to guarantee his safety to the detriment of the safety of the others.

All pilots shall fold their wings immediately upon landing. An open paraglider is, by convention, defined as a request for help from the pilot.

##### 1.8.1. Mandatory Safety Report back

It is mandatory to report the position of the pilot on the organization's frequency no later than 30 (thirty) minutes after landing. If he/she cannot communicate by radio, the pilot must communicate his position using other devices previously informed at the day's briefing, such as SMS messages, organization's phone number, rescue list, or the competition's HQ immediately after arriving in the city. The delivery of GPS to the calculation boot does not characterize the report back.

The pilot may be penalized for not using the indicated methods of Report Back

In case of unnecessary search and rescue operations by pilots who did not report their positions, he/she may be punished with the exclusion of the competition. In the same way, the pilot could be punished for delays in the report back.

**Note:** The delivery of the CBVL tracker, Live-Tacker System, or a GPS track download does not characterize the report back.

#### 1.9. Safety Briefing

Prior to the beginning of the competition, a safety briefing will always be made. There will be covered the specific details of the site, weather forecast, weather conditions and so on. This briefing may also occur during the event, duly advised to all pilots in the act of downloading the flight of the day. This will be scheduled for the next day with exact time and place. The non-attendance of the pilot will be penalized according to item 5.9

**1.10. Daily task briefing**

A briefing by the examiner must be made on a daily basis and there shall be a notice board on the ramp with details of the day's task, validation parameters and information about the schedule and places for flight verification.

**1.10.1.** It is mandatory for all pilots to assist this briefing. To help everyone, the briefing should be quick and concise.

**1.10.2.** A minimum time of 15 minutes between the end of the briefing and the opening of the window shall be obeyed

**1.10.3.** The task briefing should contain the following:

\*The prior days information (protests, incidents, penalties, etc..)

\*The prior day task winners

\*The days Weather forecast

\*The days task information (waypoints, air restrictions, dangerous landing areas, retrieve roads, etc..)

\*Task settings (turnpoints, , radiuses, times, type of goal, task distance, report back methods, and turning direction before the start)

**1.11. Rest time**

A minimum rest period of 8 hours must be observed by at least 90% of the pilots, between the GPS download after the task and the transport for the next day's task.

**1.12. External help to competitors**

Any type of help in locating thermals, direction and wind intensity during the task and navigation in general, by pilots not participating in the competition, is extremely prohibited, and the benefited pilot can be punished by the organization.

Pilots out of the comp shall land as soon as possible as soon as task starts.

**1.13. Equipment check**

At each event of the Brazilian championship, CBVL and LBCP together with the Meet Director, will elect a technical committee composed of 03 pilots (one of them must be a member of LBCP) to inspect the equipment. Each pilot must submit the technical data sheet of his equipment with the data referring to the line map and raisers design to the committee.

Items that will be checked according to criteria adopted by the FAI / PWC:

Note: It is the sole responsibility of the pilot to verify and certify that his equipment is within the rules and conditions required by this regulation.



- 1.13.1.** There can be no changes on the speed system;
- 1.13.2.** There can be no changes on the certified structure of the wing, i.e. raisers, trimmers, etc.
- 1.13.3.** The pilot must fly within the equipments weight limits
- 1.13.4.** Helmets must be certified in accordance to the EN966(HPG), ASTM 2040, EN1077-A e -B(snow sports) or SNEL RS98 norms; in accordance with <http://www.fai.org/page/helmets-paragliding>
- 1.13.5.** Harnesses must be certified according to FAI (<http://www.fai.org/civil-our-sport/safety/161-civil/31644-paragliding-harnesses-and-back-protectors>) – The harness shall be listed among the ones present in the FAI web site link above;
- 1.13.6.** Emergency parachutes must be certified and the correct weight for the pilots maximum weight.
- 1.13.7.** No modifications allowed to the certified glider, meaning risers, trimmers, etc.
- 1.13.8.** Pilots flying a 2-liner glide ris required to fly at all times with 2 reserves that have possibility of using either hand.
- 1.13.9.** All pilots must fly with rádios that can receive and transmit on the safety frequency. Frequencies will be anounced latest at the safety briefing.
- 1.13.10.** Microphones with the automated activation (VOX) are prohibited
- 1.13.11.** All pilots should carry a active celular phone during all flights with suficiente battery for the entire day for their personal safety. The pilot should register this cel number on the registration form.
- 1.13.12.** Every pilot should be equiped with atleast on GPS instrument capable of recording altitudes and tracking position. It is the pilots responsibility to make sure this GPS is in working order and has been set with the correct data.
- 1.13.13.** In case of a problem with the downloading of the CBVL Live Trackers, the pilot must use their own GPS device for downloading the task flight.
- 1.13.14.** In case a pilot wants to change the glider he/she is flying because of damage to the wing, a written request must be made to the Meet director the day before using the changed equipment. The pilot should wait for the Meet Director's response before using the changed wing and the pilots categoria will be determined by the highest certified wing that was used.
- 1.13.15.** In case the pilot does not meet these requirements, he/she may be not allowed to fly and/or penalized.

**Note:** It is the pilots sole responsibility that their equipment is inside the certification requirements.

### **1.14. Pilot weight check**

- 1.14.1.** Each pilot will have their weight checked and recorded on each pilot's registration form. This will serve as a basis for the official to check and verify if the pilot is in accordance with item 2.9 of this regulation.
- 1.14.2.** The pilot's weight is understood as body dressed in jeans, shirt, etc.. (without shoes). The weight shall be increased by 1 kg in consideration for the shoes.
- 1.14.3.** If requested, the pilot will have their weight checked during the competition, before launching and after landing. In case of any doubts, the pilot without equipment can be weighed again.
- 1.14.4.** If the pilot's total weight is above the certified total weight of the equipment, the pilot will be penalized according to item 5.4.2 of these rules.
- 1.14.5.** If a pilot is using more than 33kgs of equipment, including ballast, the pilot will be penalized. An exception to this rule is for pilots flying the smallest gliders of the paragliding manufacturer, (Ex: Enzo 3 with max 95kgs, even if the pilot weighs 60kgs, it is permitted to fly 95kgs all up).
- 1.14.6.** A scale must be provided by the organization and available preferably by the entrance gate to launch.
- 1.14.7.** The organization should provide, on launch, for the technical commission's use, a list of all the pilot's weights and their equipment's weight range.

### **1.15. Complaints of irregularities**

If one or more competitors have verified irregularities in the equipment of another competitor and the team has not yet been summoned by the equipment verification commission, the complaint must be formalized to the commission by completing and signing a form provided by Judge General. Therefore, anonymous tips will not be accepted.

### **1.16. Wing number**

Each pilot enrolled in the championship must have his or her numeral easily visible placed on the canopy. The cost of this material will be provided and paid by the Organizer of the event.

### **1.17. Value of registrations**

The value to be paid for each registration on each event of the Brazilian Paragliding Championship will be R\$ 730,00.

### **1.18. Technical team on each event of the Brazilian Championship**

The technical team that will act in each event of the nationals will be chosen by the Organizer of the event in a CBVL pre-determined list. This list will include names for Meet Directors, scorers, rescue coordinators and etc...

## **2. Safety**

### **2.1. Safety Commission**

It is mandatory to organize a safety commission before the beginning of the event. This will be chosen by the meet director, and should be made up of 3 experienced pilots.

## 2.2. Safety Report

All pilots, not just the SC, have the responsibility to monitor the climate conditions and inform the Meet Director as soon as the conditions become unsafe for flying.

To not create confusion, the following system should be used:

- A) Level 1 (safe)
- B) Level 2 (safe but be aware)
- C) Level 3 (unsafe)

## 2.3. Air traffic rules

All competitors must obey the laws and valid regulations in Brazil. Specifically Law 7.565/86, ICA 100-12, ICA 100-38, ICA 100-44).

## 2.4. Controlled Airspace

The organization should specify in their local rules and during the Safety Briefing, any controlled airspace or areas that it is prohibited to fly. Any of these areas also must be explained in the daily Task Briefing, marked on the maps that are given to the pilots and included in the uploads in format openair .txt to be used in the flight instruments. Any restricted airspace intrusion, vertical or horizontal, will be punished according to item 5.4.9 of these rules.

## 2.5. Hazardous behavior

It is the responsibility of every pilot to assure his/her personal safety and that of others. The Meet Director may penalize competitors who do not observe this rule, or even exclude them from the competition. Any aggressive behavior in flight although subjective, can be verified through tracklogs and should be reported to the Meet Director through a written and signed form. Anonymous protests will not be accepted. Any pilot involved in a collision that violates the rules of collision prevention, shall be considered at fault and penalized. Any act of collective aggression, like a group of pilots heading to another pilot alone in a thermal and basically entering aggressively and causing the lone pilot difficulties, is extremely unsportsmanlike. The Meet Director can penalize pilots that do not observe these rules and even exclude them from the competition.

## 2.6. Pilot's personal condition

Any injury and / or ingestion of medication that may affect the launch, flight or landing of the pilot must be reported to the Meet Director and the safety director of the competition. Both have the power to exclude from the competition who is not in a position to do so. Drug use is prohibited. Launching under the effect of drugs will be punished with the expulsion of the pilot of the competition.

## 2.7. Pilot's technical level

Pilots who do not show adequate technical level, putting themselves at risk to and to other pilots can be excluded of the competition by the Meet Director and / or director of security.

## 2.8. Air traffic rules

The turning direction established at each daily briefing is mandatory to follow during the days task. In general, even days are "turn right" and odd days are "turn left". A paraglider arriving at a thermal shall circle in the same direction as that established by the first

paraglider in the thermal, regardless of height separation. A paraglider arriving in a thermal with the same altitude as another paraglider already established in the thermal should enter without obstructing the flight pattern of the other paraglider. Never fly through the middle of a established thermal that has many paragliders already turning in it.

### **2.9. Cloud flying**

Flying in clouds is highly prohibited.

This is characterized when the pilot or any part of his equipment disappears from sight of the nearby pilots.

The pilot who does so will suffer the penalties provided in item 5.4 of this regulation, even if he has demonstrated that he did not intend to enter the cloud.

As an argument for protest, the pilot who feels harmed may note the coordinates of the place where the cloud flying occurred through a mark enter in his GPS, so that this coordinate is used for proving.

### **2.10. Ballast**

A pilot can carry only dispensable ballast, in the form of water or sand. The pilot must avoid ejecting this ballast during any moment that can come in contact with with another piloto or people below. The maximum ballast allowed and the checking of this ballast is informed in item 1.14 of these rules.

## **3. Tasks**

### **3.1. Task types**

#### **3.1.1. Race to goal**

Where the target is to be the first one to reach the goal. The start opening time and the route are the same to all pilots.

#### **3.1.2. Elapsed time**

Where the target is to fly the route in the shortest possible time. The route is the same for all pilots; however, the trigger time of the start gate is individual. The option to trigger the individual time shall be informed at the task briefing. This can be in the first or last entry of the pilot in the start gate radius. Leadership points will be computed.

### **3.2. Interruption or cancelation of task**

The Meet Director may interrupt or cancel a task for safety reasons.

In race to goal events, if at least one pilot has reached the goal, or at least 1:00 h of event has been performed after the opening of the start gate, the task might be stopped. The score will be verified through the pilot's track log up to the 5 minutes before the moment of interruption (e.g. if the interruption occurred at 2:55 pm, the task will be determined with the break time at 2:50 pm).

In "elapsed time" tasks, the task will be canceled.

The safety committee elected by the TD (Meet Director) can provide assistance regarding to in-flight safety.

### 3.3. Task change

After a single pilot has launched, task changes will no longer be accepted.

### 3.4. Task commission

A task committee will be formed at the beginning of each stage of the competition. This will be formed by the organization, which will choose from 03 to 05 experienced pilots with local knowledge. One of these task committee pilots must necessarily be in the Sport category. The tasks will be formulated and presented to the task director so that he decides what will be the day's task.

### 3.5. Launch method

It will be the "open window" and the following criteria must be met:

- The window will only be opened under clearly safe conditions.
- The Meet Director will define the launch method to be adopted. He may choose to take off freely or use a priority system based on the overall ranking of the competition. This might happen on ramps where take-off is restricted, in accordance with item 1.6.1 of this regulation.
- The Meet Director will stipulate the opening time of the window and the time limit for closing it.
- For safety reasons, the Meet Director may close the window. The window opening time will then be extended by the time it was closed, without exceeding the 30-minute extension timeout.

### 3.6. Minimum window opening time

The day's task will only be validated if a minimum window opening time is met. This time shall be calculated by multiplying the number of competitors by 1 minute (minimum time for a safe takeoff per pilot), and dividing this total by the number of simultaneous takeoffs supported by the site.

Window opening time (minutes) = no. competitors/no. of possible simultaneous launches on the take-off area

For example, in a competition with 100 pilots, on a ramp that supports 5 simultaneous takeoffs, the minimum window opening time for validation will be 20 minutes ( $100 * 1/5 = 20$  minutes). By default, the time of 30 minutes will be adopted.

### 3.7. Start gate

In order to validate the beginning of the task, the competitor must, after the start gate opening hours, cross the limit of a pre-determined radius cylinder. The center of the cylinder is the coordinate, which was informed in the briefing, in the indicated direction (going in or out). The pilot will be able to prove that he or she was inside this cylinder, when his or her GPS tracklog shows at least one point inside this circle.

The Task committee can change the radius and start gate point every day. This will be informed during the day's task briefing.

### 3.8. Turnpoints

To prove that the pilot has completed a turnpoint, his/her GPS tracklog must show at least one point inside the turnpoint cylinder regardless of its radius. The turnpoint radius can be changed daily by the technical committee. By default, the radius is 400 meters.

### 3.9. Goal

By default, a 2000 meter radius cylinder will be used for the final time take (end of speed section - up to 5000 meters for safety reasons), and the cylinder of the last turnpoint or virtual track will be adopted as goal. The default is 400m radius for the cylinder or 200m for the virtual belt. The Task Committee may change the radius of the Goal or end of speed section daily.

The presence of a landing or goal official is not mandatory. If there is one, he/she will not have the responsibility of verifying the pilot's arrival. The entry in the virtual cylinder or the crossing of the line is to be proven only through his tracklog.

When using the virtual track, the goal is characterized by its crossing in the direction of the task.

#### 3.9.1. End of Speed Section

The pilots must enter the cylinder of the last turnpoint (goal). One who does not cross the pre-set goal radius will lose all his time points. The penalty will only be applied if at least 01 (one) pilot reaches the radius of the last turnpoint (goal).

Ex: For the situation where no pilot reaches the radius of the last turnpoint (goal), but at least one pilot reaches the radius of the End of Speed Section, no penalty will be applied.

Automatically the radius of the End of Speed Section becomes the goal radius.

### 3.10. Task end

If necessary, a time limit for the end of the day's task may be stipulated by the Meet Director. If the task time reaches the stipulated deadline, the verification will be done by applying the validation factors described in item 3.2 of this regulation.

## 4. Complaints & Protests

Any pilot participating in the event can complain or enter with a protest. Complaints, protests and decisions related to protests should be publicly posted on the official board with date and time of when the protest was received and/or published.

### 4.1. Complaints

A complaint can be made to the Meet Director to ask for a correction or to relate some facts that happened on that day.

**4.1.1.** A complaint should be presented no later than 1 hour after the publication of the provisional results and no later than 20 minutes for the last days task results.

**4.1.2.** If a results are published after 22:00hrs, the time limit for the complaint will be 10:00hrs the next day.

**4.1.3.** The Meet Director will deal with the complaints quickly

#### **4.2. Protests**

**4.2.1.** If a pilot isn't satisfied with the decision of the Meet Director in regards to the complaint, the pilot may present a protest.

**4.2.2.** The protest should be presented within a maximum of 1 hr after the results of the complaint have been posted or informed to the pilot. The pilot must pay R\$150,00 to present a protest.

**4.2.3.** On the last day of competition, the protest must be presented within 20 minutes after the result from the Meet Director regarding the complaint is presented.

**4.2.4.** The Meet Director will pass the protest on to the protest committee, which will decide the results of the protest and whether or not to return the protest money to the pilot.

**4.2.5.** The Protest Committee will be made up of 3 people chosen from among the members of the Technical Staff of the competition (Scorer, Safety Coordinator, Rescue Coordinator, and take-off coordinator), CBVL board members and / or experienced pilots attending the event and not participating in the competition.

#### **4.3. Appeals**

Any pilot participating in the event can appeal the decision of a protest.

The appeal should be written and sent to the CBVL office. The appeal has a maximum of 7 days after the end of the event to be realized. R\$500 and any relevant documents must be sent with the appeal.

A CBVL commission will deal with the matter and decide if they will reimburse the appeal fee.

This CBVL commission will be organized consisting of the CBVL President, Technical Paragliding director, 2 members of the Technical Advisory and the CBVL legal counsel, none of whom should have any relations to the involved parties.

The CBVL President and Technical Paragliding Director are only a consultant position. The CBVL Commission has all power to make a final decision on the matter, giving equal rights to both parties.

## **5. Penalties e Compensation**

### **5.1. Permitted Penalties**

The Meet Director should apply penalties to violations or not following any rule.

For any situation that is not specific in the rules, the Meet Director should have the pilot commission along with the LBCP Technical Commission, decide on how to classify the penalty and inform the Meet Director on how to proceed. The degree of the penalty can vary from a simple warning, to disqualifying a pilot. Unless otherwise stated in these rules, the penalties applied by the Meet Director should be:

\*Warning

\*Operational Disadvantage

\*Deduction of points

\*Disqualification

## 5.2. Application of Penalties

The Meet Director should be aware of the application of penalties but also may increase the severity of the penalties in case of repeat offenses by one or more competitors. When a pilot commits the same infraction more than once during the same flight, the Meet Director may apply more than one penalty to the situation.

## 5.3. Penalties for the task winner

When the winning pilot has their points taken away, the pilot should be registered as absent and penalized for the day. If once the winning pilot has their points taken away and is marked as absent, should the next pilot that becomes the winning pilot for the day should also lose their points, they will be registered as absent as well. This process is done in order to try and not let their 0 points affect the days scoring.

## 5.4. Specific Penalties

### 5.4.1. Paraglider Modifications

Penalties apply to the actual event, meaning that all of the tasks flown up to the discovery of the modification will be zeroed. Disqualification if the incident reoccurs.

### 5.4.2. Weight above the certification

points zeroed for the day. Disqualification if the incident reoccurs.

### 5.4.3. Equipment exceeds 33kgs(Including ballast). Applies to only pilots flying above 95kgs total weight.

Points zeroed for the day. Disqualification if the incident reoccurs

### 5.4.3. Landing on the launch without authorization after the window is open

100 point reduction, doubled for each reoccurrence

### 5.4.4. Landing and relaunching along the route

Points zeroed for the day. Disqualification if the incident reoccurs

### 5.4.5. Landing and new take-off throughout the race: day zero score, disqualification of the stage in case of recurrence.

### 5.4.6. Cloud flying

Points zeroed for the day. Disqualification if the incident reoccurs

### 5.4.7. Aggressive or dangerous flying

Points zeroed for the day. Disqualification if the incident reoccurs

### 5.4.8. Thermal turning the wrong direction before start opens

Warning, in case of recurrence; 100 deduction doubled on every recurrence

### 5.4.9. Violating restricted airspace(horizontal or vertical)

10 point deduction perm every 10 meters until 50mts, days points zeroed after 50 mts (note: GPS altitude will be used to determine altitude)

### 5.4.10. Missing parts of GPS tracklog

Days points zeroed

### 5.4.11. Not reporting back or delaying report back

Warning to disqualification and possible fine for cost of search and rescue.

\*1st offense late report back: warning

\* reoccurrence or no report back: 300 point deduction to the melhor task of the pilot





\*No report back that results in unnecessary search and rescue operation: excluded from the event

**5.4.12. Missing number on glider**

100 point deduction per task flown without number

**5.4.13. Changing equipment during the competition outside of the rules guidelines**

2% deduction of task winners score everyday the new equipment is flown. If the Meet Director was not notified of the change, zero points for the day

**5.4.14. Not participating in the Safety Briefing**

10% of the best task of the event after the discards

**5.4.15. Fly without signing the present list or flying without a live tracker**

Will be registered as not having flown

**5.4.16. Not following the technical commissions or organizations instructions, abusive conduct toward anybody of the organization, VOX use, etc.** Penalties to be decided by the Meet Director.

**5.4.16. Unsportsmanlike conduct**

If the attitude of any competitor in the event is deemed unsportsmanlike by the Meet Director, the pilot will be judged by the pilots commission formed by the CBVL Rep. and the LBCP technical commission. Protests: The Meet Director in accord with the CBVL Pilots Commission and the LBCP Commission will have the power to penalize any pilot without the process of the protests.

**5.5. Compensation Points**

A pilot that lands to help a supposedly injured pilot can be rewarded compensation points. This compensation will be considered by the Meet Director in view of the actual position of the pilot in the task at the time of landing. In the case of this evaluation not be possible, ex: beginning of the task, the pilots position in previous tasks and maybe future tasks will be considered. In any case, the pilot should not lose a days task because of helping with a rescue.

## 6. CBVL Trackers and scoring results

### 6.1. Live Tracking CBVL

- 6.1.1.** The CBVL will provide a live tracker, sistema live tracking CBVL, for each pilot in order to follow the pilot's flight.
- 6.1.2.** Each competitor daily must withdraw the Tracker with the Organization, and must keep it during the flight and while he is being retrieved in a location that allows a signal connection.
- 6.1.3.** Any pilot that does not take the tracker with them in flight will be considered a non flight for the day and will not receive any points for the task (see Penalty section).
- 6.1.4.** The device should be placed somewhere in the equipment that allows the cellular signal to be connected, which can be in the harness but not to hidden.
- 6.1.5.** Each pilot should check before their flight on the official event site to make sure their tracker is working.
- 6.1.6.** The device should be kept on until returning it to the HQ, while transporting the device to the HQ it's important to have it in an area where it can transmit a signal so that the organization knows where all pilots are located.
- 6.1.7.** A pilot that decides not to fly should return the tracker to the organization at the same location or to the HQ later.
- 6.1.8.** Once arriving back in the host city, the pilot should immediately head to the HQ to return the tracker.

#### **OBSERVATION:**

\*During some areas of the task flying, the tracker may lose a signal. The tracker will continue to record your flight and send the information at the first signal it receives

\*While in the possession on the pilot, the tracker must remain on at all times until returning it to the HQ. Once turned over to the organization, they will charge the device for the next days use. This helps the organization keep track of all pilots even after the flight, to help ensure that all pilots are OK.

\*The CBVL Live Tracking does not substitute the satellite tracking, since it only works on the cellular signal and not satellite signal. Remember that it might not work in some regions of the task flying.

**ATTENTION:** The SOS button on the Live Tracking device does not work. In case of an emergency, the pilot should use the SOS button their satellite device if they have one or the pilot can use the emergency frequency on the VHF radio.

### 6.2. Scoring

- 6.2.1.** Downloading of the task flying will be done with the CBVL Live Tracking and/or GPS, time and place pre established at the daily briefing.
- 6.2.2.** Anyone that doesn't download their flight during the established times, may be penalized depending on the situation. (See: Penalties)
- 6.2.3.** For the flight downloads with the CBVL Live Tracking, the device will automatically send the pilot's tracks as soon as it has a signal, the pilot just needs to return the device to the HQ where the scorer can confirm if your tracks were sent successfully
- 6.2.4.** A pilot that doesn't return the Live Tracking device to the HQ can have their name withheld from the days results until the device is returned. The same penalty can

occur to a pilot that has someone else return the Live Tracking device to HQ. The pilot returning their own device, is the only way to be sure all pilots are accounted for.

**6.2.5.**In case of a track log rejection, the pilot might need to use their own personal GPS to download with the scorer. The device should promptly be returned thereafter.

**6.2.6.**It is the pilot's duty to verify that his GPS is operational, including charged batteries.

**6.2.7.**If necessary, the pilot can present the backup GPS for confirmation.

**6.2.8.**The simultaneous use of the main GPS and backup is allowed for flight verification.

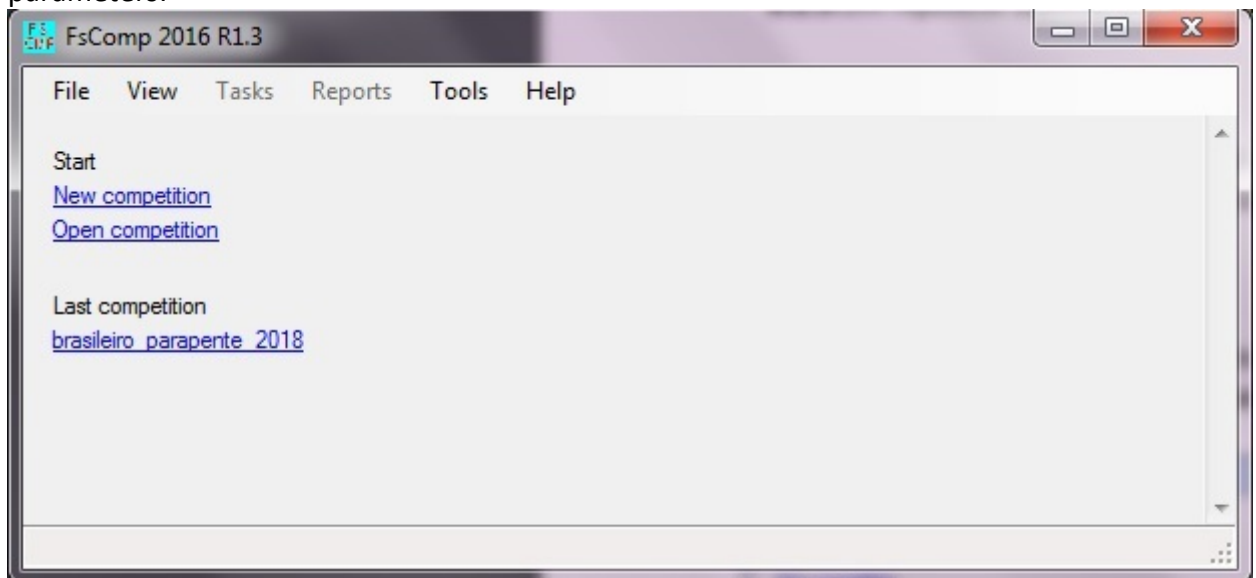
**6.2.9.**Under no circumstances, a Mark + Enter will be able to validate a contour point.

### 6.3. Distance flown

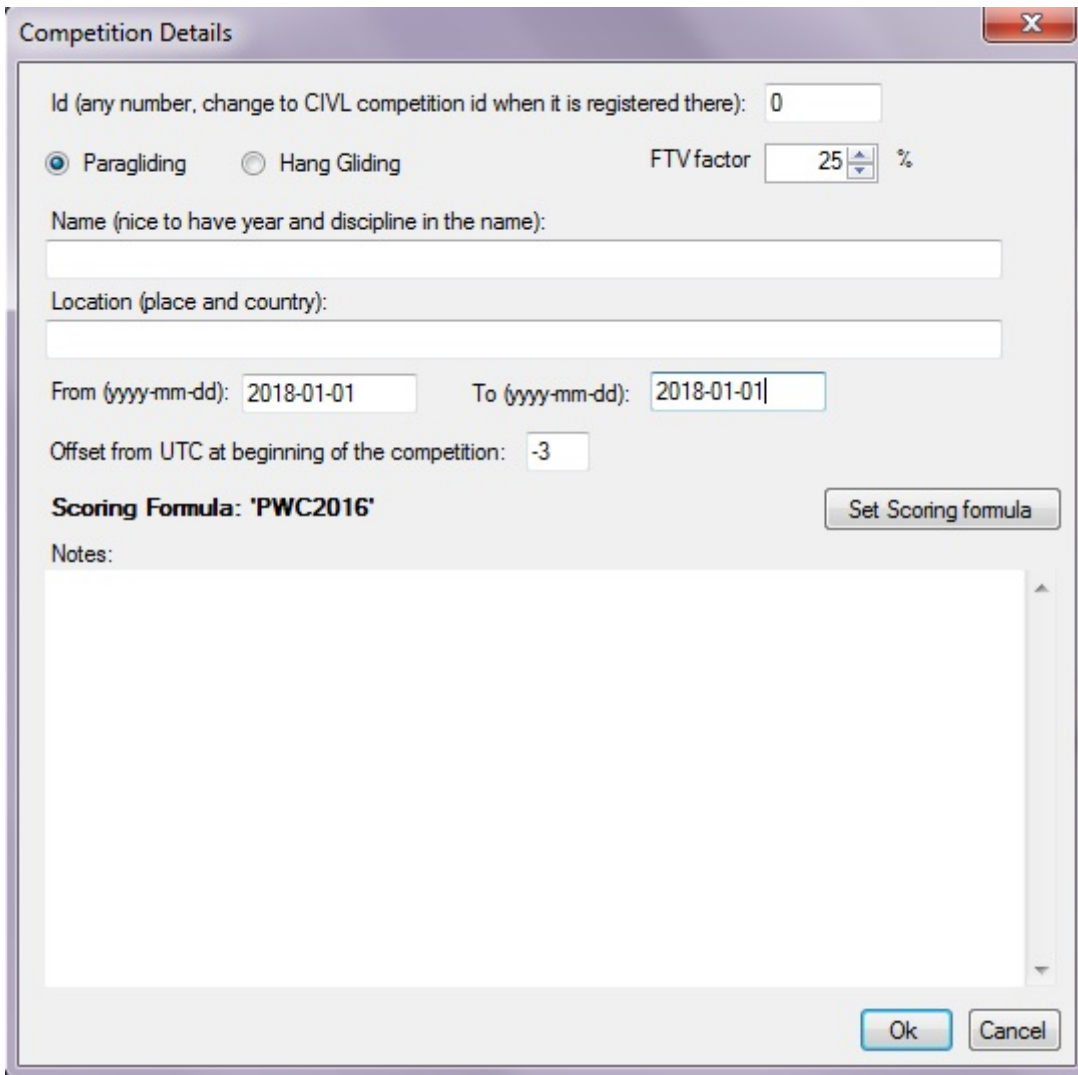
The distance flown will always be in relationship to the next objective on the task route, less the distance for the pilot to achieve this objective.

### 6.4. Scoring system

The scoring used will be FSComp 2016 R1.3 with the PWC 2016 formula with the following parameters:



Parameter screen 01:



Competition Details

Id (any number, change to CIVL competition id when it is registered there): 0

Paragliding  Hang Gliding FTV factor 25 %

Name (nice to have year and discipline in the name):

Location (place and country):

From (yyyy-mm-dd): 2018-01-01 To (yyyy-mm-dd): 2018-01-01

Offset from UTC at beginning of the competition: -3

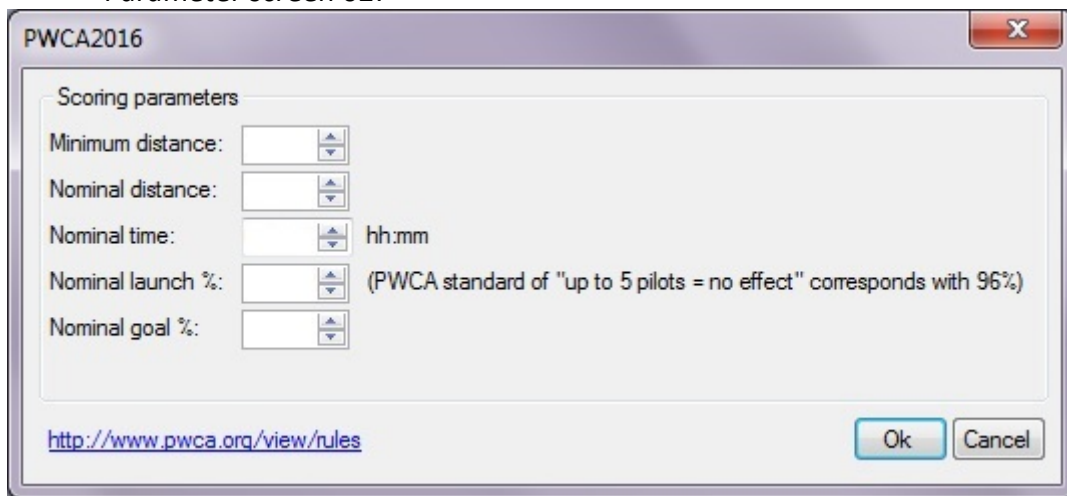
Scoring Formula: 'PWC2016' Set Scoring formula

Notes:

Ok Cancel

Note: The field "Offset from UTC at the beginning of the competition:" must be set according to the region and daylight saving time and you can toggle between -2 or -3.

Parameter screen 02:



PWCA2016

Scoring parameters

Minimum distance:

Nominal distance:

Nominal time:  hh:mm

Nominal launch %:  (PWCA standard of "up to 5 pilots = no effect" corresponds with 96%)

Nominal goal %:

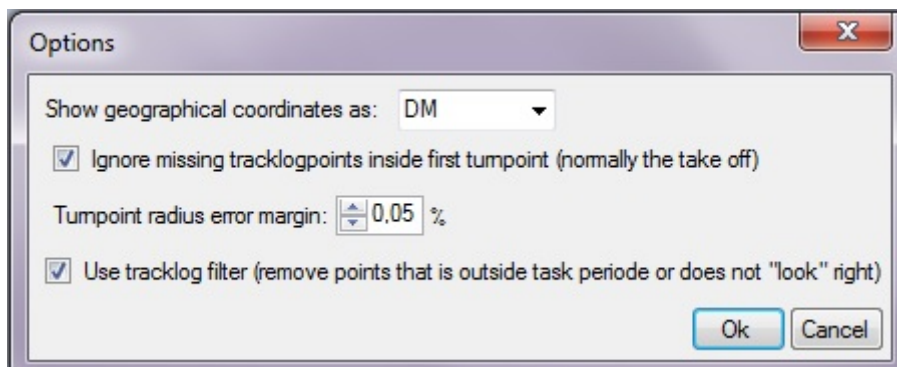
<http://www.pwca.org/view/rules>

Ok Cancel

Tasks with maximum scores of less than 200 points will be invalidated.

Note: The task parameters must be set before the competition starts and can no longer be changed. Except for extreme necessity, the nominal parameters (Min. Dist., Nom. Dist. Nom. Time and Nom. Goal%).

**6.4.1.** With FSComp, the data field "Turnpoint radius error margin" the maximum limit should be 0,2%, following the suggestions for FAI 2 events. EX:



Options

Show geographical coordinates as: DM

Ignore missing tracklogpoints inside first tumpoint (normally the take off)

Turnpoint radius error margin:  0.05 %

Use tracklog filter (remove points that is outside task periode or does not "look" right)

Ok Cancel

(<https://www.fai.org/civil-documents>)

## 6.5. Tie-breaking criteria for the event score and in the competition

**6.5.1.** In case of goal, the pilot who arrived in best placement more times.

**6.5.2.** Greater sum of flown distance.

**6.5.3.** If there is a tie in the above criteria, the tiebreaker will be given by the years of flight, that is, the one who has less time in the practice of free flight will win.

## 6.6. Publicizing results

The unofficial results should be posted on the official results board and the website as soon as possible. Small errors should be communicated to the scorer as quick as possible.

**6.6.1.** By standard the results posting will be:

**6.6.1.1.** Within 1 hour after the closing of the GPS downloading and in case of downloading by Live Tracker, after the confirmation of all pilots being retrieved and on their way to the HQ, the results will be posted.

**6.6.1.2.** Until 10:00 am of the next day, posting of the complaint results presented by the Meet Director

**6.6.2.** Official results will be posted as soon as all the complaints have been taken care of.

**6.6.3.** The time limit for complaints on the last day is 30 minutes after the posting of the unofficial results.

**6.6.4.** In the case of complaints or protests that demand a certain amount of time to be considered, the organization has the right to continue with the award ceremony as scheduled with the unofficial results.

**6.6.5.** For the purpose of time counting for complaints and protests, the time will be counted starting as soon as the results are posted on the official link of the event or printed out in the HQ.

## 7. Discards

The discards per event in the Brazilian Championship will follow the criteria adopted in accordance with REGULATION PWC.

In the current form, the discard will be with each task, where 25% (twenty five percent) will be discarded each day on the task where the pilot had the biggest difference of points between his score and the first place score.

Example: If the pilot "x" on that day, made 435 points and the first placed, reached 635 points, we have a difference of 200 points. On the next day the same pilot "x" had 850 points and the first place had 950 points, we now have a difference of 100 points, then there will be discounted the 25% on the biggest difference of score, that is, on the 200 points of the first day. Assuming a third task where the pilot "x" makes 680 points and the first one makes 980 points, we will have a difference of 300 points. Soon the 25% will be applied on top of the 300 points, which became the biggest difference of score between the pilot "x" and the first place score.

All discards are personal, always referring to the difference between "your" score and the score and first place.

The above calculation is done automatically by the program using the formula PWC2015.

(<http://pwca.org/sites/default/files/Attachement-page/PWCA%20Competition%20Rules%202015.pdf> - Appendix D: Fixed Total Validity (FTV) Pag. D1).

## 8. Competition categories

The championship will follow the decision of the FAI, where only certified wings will be allowed.

The championship can be divided into 02 categories, where the "PRO" category covers all homologated wings, "ASPIRANTE" covers all gliders lower than "EN CCC" certified wings provided their AR (Aspect Ratio) is not larger than 7.

All paragliders that have been adapted by the factories to meet the "CCC" category standards must be updated to compete. Those who do not have this update will not be able to compete.

Except for the wings that were not required by the FAI to make such corrections, as detailed on the FAI website, link:<http://www.fai.org/civl-our-sport/competition-class-paragliders>

Team category will be considered as long as the following standards are followed:

\*Each team should be made up of maximum 5 members.

\*The winner will be the team that can accumulate the most valid points.

## 9. GPS use

### 9.1. Models accepted

Only GPS with 3D altitude in the tracklog will be accepted.

The organizers will furnish only cables for USB port. Pilots with other models should bring their own cables.

Different GPS, or diferente celular phones should be presented to the scorer at the time of registration to see if they will be permitted as downloading devices for the tasks.

Only GPS models that record the altitude component in the tracklog, such as Garmin, Aircotec, Brauniger, Logger, Loggit, Tracklogger, MLR, Compo, Flytec, Digifly and Flymaster brands will be accepted as evidence for flight verification.

### 9.2. Data validation

To be considered valid, the GPS tracklog shall attend the following demands:

- It must contain the complete course of the pilot in the race without interruption longer than 900 seconds;
- The pilot must clear his tracklog every day on the GPS models Garmin and MLR before launch;
- All points must be valid showing consistent date and time marking. Continuous points are those that have no more than 30 seconds difference to their predecessor.

The Meet Director will ban from the event any pilot that is involved in any kind of track log manipulation or fraud.

### 9.3. Checking criteria

The tracklog must show, for each turnpoint and for the start gate, at least one point within the cylinder.

#### 9.4. Task distance calculation

Observe the new guidelines of the FAI (International Aeronautical Federation) that establishes:

Task distance is the smallest path between takeoff and goal, considering the tangent of the radius of the other task turnpoints.

#### 9.5. Turnpoints:

The pilot must deliver his GPS without turnpoints (private or previous competitions) to insert the pilot's identification and the official waypoints and airspace of the competition. It is the pilots responsibility to verify that all the files have been received correctly.

## 10. Ranking CBVL

Running points. It will be defined by the sum of the points that were not discarded in the competition. This will define the Brazilian champion of the year.

## 11. Brazilian Championship Access Group

### 11.1. Distribution of the 1st Event

- \* 60 first in the CBVL Ranking (from the prior year),
- \* 5 spots for females (from the prior year),
- \* 5 wildcards for special pilots,
- \* 30 spots for foreigners- incase of leftover spots they go back to the federations
- \* States, 30 spots for state federations, 1 spot in every of the 12 active federations and 18 spread evenly where best fit to use.

**For more information please refer to the Portuguese version of these rules.**

### 11.2. Distribution of the 2nd Event

- \* 95 first 95 places from the 1st event
- \* 03 spots for female ranking from 1st event
- \* 02 Wildcards CBVL
- \* 30 spots for foreigners

**For more information please refer to the Portuguese version of these rules.**

### 11.3. Foreign pilots

They will be selected by the FAI ranking (WRPS) in order to guarantee technical level of the participants of the competition and not jeopardize the safety of the championship. In order to maintain equivalence to the Brazilian pilots, foreigners with a WRPS ranking below 1500 will not be accepted.

Note: CBVL will have a 3 member commission to decide any exceptions.

## 12. World team formation criteria

**For more information please refer to the Portuguese version of these rules**



## 13.LBCP Ranking formation criteria

For more information please refer to the Portuguese version of these rules

## 14. Infrastructure

### 14.1. Ramp and accesses technical conditions

#### 14.1.1. Accesses Ramp

The route that will be used by the vans to transport the pilots, tourists and other guests between the HQ and the ramp, must be signposted with indicative signs and running conditions and access in perfect conservation state that allows easy and safe locomotion.

#### 14.1.2. Grass cover condition

The lawn along the entire length of the ramp shall be trimmed and free of branches, stones and any other obstacle that may prevent check and safe inflations of paragliders.

#### 14.1.3. Partitioned zones at the take-off area

The take-off area and the equipment checking area must be properly separated and protected from access to tourists and visitors. The access is restricted only to pilots enrolled in the event.

#### 14.1.4. Shelter for pilots and technical staff

Pilots and technical staff of the event shall be at the disposal of shelters for protection and rest.

#### 14.1.5. Bar

The bar or snack service will be allowed on the ramp, however, their actuation must be observed and follow the Sanitary Surveillance laws of the host city of the competition.

#### 14.1.6. Toilets

It is mandatory to provide chemical toilets in the absence of toilets on the ramp.

#### 14.1.7. Sound system

It is mandatory to provide a sound system that can aid in direct ramp communication.

### 14.2. Pilots and public safety

#### 14.2.1. Rescue workers

It is mandatory the presence of at least two men and support vehicle on the take-off ramp with rappel equipment and vertical rescue.

#### 14.2.2. Ambulance

The presence of the ambulance with an on-board ICU and a first aid/medical emergency specialist on the take-off ramp are mandatory.

#### 14.2.3. Military police

At least 01 (one) military police vehicle is required to ensure the safety of participants and tourists.

#### 14.2.4. Rescue helicopter

It is not obligatory, but the organizing team of the competition must have a memorandum registered at the nearest military air rescue unit in the city of the event, alerting and informing the athletic activities with a possible and imminent emergency trigger if needed.

### 14.3. Pilots and equipment transport vehicles

It is obligatory and the transport of pilots as well as equipment in open vehicles such as pickup trucks will not be allowed. The vehicles accepted are only closed and fit for this purpose.

Excess capacity will not be allowed. There shall be seats for everyone.

#### **14.4. H.Q.**

It shall preferably be in the same place, where all the information related to the competition, such as scheduling, results and weather forecast, etc. shall be included. The organization may change the location of the HQ and this change shall be announced at the day's briefing.

##### **14.4.1. HQ location**

It shall be chosen a place of easy access and preferably in the central area of the host city of the event. If another location is chosen even if it is far from the central area, the following criteria must be observed:

##### **14.4.1.1. Technical conditions for choosing the HQ location.**

- Being preferably a restaurant or a house with space and facilities that allow some type of food for the pilots, as well as the existence of toilets;
- Space reserved for the technical team for results calculation;
- Internet connection available for results updating;
- Multipurpose printer (with installation CD) and office supplies.

#### **14.5. Communications**

For the support and safety of the event, the Organizers shall provide radios and cell phones to the technical staff.

Frequencies and emergency numbers shall be informed in advance and paste to badges, pilot maps and bulletin board, as well as they shall be announced every day before the start of the task using the sound system.

There will be at least three (3) frequencies available: Organization, emergency and rescue.

All vehicles involved in the rescue must be equipped with mobile or fixed communication equipment.

#### **14.6. Maps**

It is mandatory to distribute a regional map for each pilot enrolled in the event. This map shall contain a complete list of waypoints, radio frequencies, emergency numbers and report-back.

It is also mandatory to place an outdoor type map with a size of 3.00 x 2.00 on the takeoff ramp to assist the daily briefing and preview of the task.

#### **14.7. Identification badges**

It is mandatory and must be distributed to each pilot enrolled in the event for identifying the pilot's name and number, also containing event frequencies and report-back information.

#### **14.8. Tee-shirts**

It is mandatory to distribute at least one unit for each pilot enrolled in the event.

#### **14.9. Helmet identification stickers**

It must be mandatory and must contain the pilot's identification number.

#### **14.10. Control files**

There must be a list of all registered pilots with their respective numbers and will be used in 3 different situations:

- Transfer control card for going up to the ramp;
- Take-off control card;
- Report-back sheet.

#### **14.11. Task board**

A task board measuring 2.00 x 1.50m is compulsory and all information pertinent to the day's task must be included.

**14.12. Take-off coordinator**

There shall be one (1) take-off coordinator for every 40 registered pilots. He shall organize and supervise the take-offs including the priority order and the individual time limit of each pilot and shall form / lead its team of ramp assistants (sail openers). He will be directly subordinate to the Meet Director.

**14.13. Official training day**

The organization will supply all the infrastructure same as a regular task day; transport, snacks and safety as determined by the organizers manual. The pilots CBVL and LBCP commission will inspect all the items promised in the original proposal. A briefing should be given by the Meet Director where information should be shared about dangerous areas, radio frequencies and retrieve and emergency telephone numbers. A small task can be given to the pilots.

**15. Prize Giving**

For the Brazilian championship, the minimum award standard to be met (R\$7,000.00) is shown below and the distribution percentage among the rankings must be met. There will be 70% for the male PRO ranking, 15% for ASPIRANTE and 15% for year Brazilian Champion.

**PRO Class**

- ✓ 1<sup>st</sup> place - trophy + R\$ 2,200,00
- ✓ 2<sup>nd</sup> place - trophy + R\$ 1.600,00
- ✓ 3<sup>rd</sup> place - trophy + R\$ 1.100,00
- ✓ 4<sup>th</sup> place - trophy
- ✓ 5<sup>th</sup> place - trophy

**ASPIRANTE Class**

- ✓ 1<sup>st</sup> place - trophy + R\$ 505,00
- ✓ 2<sup>nd</sup> place - trophy + R\$ 358,00
- ✓ 3<sup>rd</sup> place - trophy + R\$ 187,00

**FEMALE Class**

- ✓ 1<sup>st</sup> place - trophy
- ✓ 2<sup>nd</sup> place - trophy
- ✓ 3<sup>rd</sup> place - trophy

**TEAM CLASS**

- ✓ 1<sup>st</sup> place – 5 MEDALS
- ✓ 2<sup>nd</sup> place - 5 MEDALS
- ✓ 3<sup>rd</sup> place - 5 MEDALS

AWARDS FOR THE BRASILIAN CHAMPION SHOULD BE AS FOLLOWS:

**PRO CLASS**

1<sup>st</sup> place- trophy + R\$2.100,00

2<sup>nd</sup>-10<sup>th</sup> place- trophy

Note 1: Only the athlete who is present at the closing ceremony at the time and place set by the organizers will be entitled to the award.

Therefore, the athlete who is not in the place of delivery of the award will not have the right to reclaim his award later.

Note 2: A podium with the 03 (three) first stage placements shall be set up by the event organization.

Note 3: The prize money will not be cumulative per pilot, that is, if the pilot wins in the "OPEN" category, being of the lower category, this pilot will only take the highest prize. And so on for other category, SERIAL. The gap value that remains of this award will go to the next pilot of the event ranking.

Note 4: If the organizer of a certain event of the championship increases the amount offered for prizes, the percentage described above must be maintained and may increase the number of winners per category.

## 16. General provisions

Doubts or matters not addressed in this regulation will be analyzed and judged by the Technical Director of CBVL, supported by the Technical Commission of the entity.

Matters specifically related to the event and serious infractions that could lead to disqualification will be judged by the Protest Committee or by the Meet Director who, according to the matter, shall have the support of the CBVL pilots commission and the LBCP Technical commission.

## 17. Attachments

ANNEX 1: CBVL Resolution regarding the compulsory portfolio FAI.



### RESOLUÇÃO Nº 001/2019

**O PRESIDENTE DA CONFEDERAÇÃO BRASILEIRA DE VOO LIVRE – CBVL**, no uso de suas atribuições estatutárias e regimentais, conforme disposto no artigo 38 do Estatuto da Confederação, passa a fazer a seguinte análise e resolução:

**CONSIDERANDO** que as competições oficiais CBVL (Brasileiro de Parapente e Brasileiro de Asa Delta) recebem registro e chancela FAI para integrar calendário e ranking internacional das modalidades e as disposições trazidas pela ATA de A.G.O., realizada em 05/12/2018, disponível no link <https://www.abvl.net/downloads/Ata-AGO-2018-12-05.pdf>;

**CONSIDERANDO** que os competidores destes eventos devem manter seu cadastro atualizado e suas habilitações CBVL e FAI em dia;

**CONSIDERANDO** que as Habilitações FAI são digitalmente emitidas no Brasil pela CAB (Confederação de Aerodesporto Brasileiro) a qual a CBVL é filiada e emite aprovação aos requerimentos de pilotos do Voo Livre;

**CONSIDERANDO** que o custo desta habilitação foi significativamente reduzido pela dedicação e esforço da gestão 2016/2018 da CBVL, baixando de R\$270,00 (+ taxas) em 2017, para R\$90,00 (+ taxas) em 2019;

**CONSIDERANDO** que o custo de contribuição em Taxa FAI, referente a chancela anual da Federação Aeronáutica Internacional, já é dividida entre todos os pilotos filiados a CBVL;

**CONSIDERANDO** que a licença FAI é solicitada apenas para pilotos competidores e também a pilotos que vão voar fora do país;

**CONSIDERANDO** que o requerimento da Carteira FAI é realizado diretamente pelo piloto ao site da CAB, através do link: <https://licenca.cab.org.br/#!/login>, e, a cobrança do valor deverá ser gerido pelo site da CBVL;



**CONSIDERANDO** que a cobrança do valor da Carteira FAI, adicionada ao valor da inscrição do evento, não constou no Edital de Processo Seletivo realizado em 2018.

**RESOLVE:**

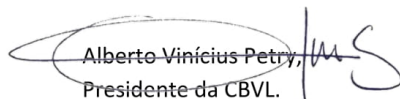
1º - Promover a inclusão da exigência da Carteira FAI 2019 nos regulamentos dos Campeonatos Brasileiros de Parapente 2019 e Asa Delta 2019, para validação de inscrições e ranking, nas etapas realizadas em 2019;

2º - Possibilitar o pagamento da Carteira FAI, através do site da CBVL, com a opção de pagamento à vista ou parcelado pelo sistema PagSeguro, utilizando Cartão de Crédito;

3º - Solicitar ao responsável pela programação do sistema informatizado online CBVL, no prazo de 10 dias a contar desta Resolução, que promova a inclusão de um "link" ou procedimento que viabilize ao piloto confederado, em dia, o pagamento da Carteira FAI.

4º - Esta Resolução entrará em vigor na data de 14 de janeiro de 2019.

Rio de Janeiro, 14 de janeiro de 2019.

  
Alberto Vinicius Petry,  
Presidente da CBVL.

ANNEX 2: Resolution LBCP regarding the elimination of the SPORT category of the 2019 Brazilian Championship.

LBCP	RESOLUÇÃO 001 – 2019	FOLHA	REVISÃO
		1/1	0

Arcos, 16 de janeiro de 2019

## 1. Exclusão Categoria Sport do Campeonato Brasileiro 2019

### 1.1. Critérios Adotados

Analisando exclusivamente a finalidade do campeonato brasileiro de parapente e na exigência técnica que o evento necessita, a LBCP – Liga Brasileira dos Competidores de Parapente, após 03 anos de análises estatísticas verificando as porcentagens dos competidores de cada categoria, verificou neste período a diminuição da categoria “B” e ascensão da categoria aspirante. Com inúmeras discussões sobre o assunto chegamos à conclusão que, com o desenvolvimento dos estaduais, atualmente há competições que podem atender a categoria de forma satisfatória.

### 1.2. Condições Extras Analisadas

Uma vez aceitas as inscrições das velas categoria “B” no evento, as comissões técnicas e de segurança do campeonato brasileiro, obrigatoriamente deveriam prever provas e principalmente liberar as decolagens com condições iguais de decolagens para todas as velas, deixando a competição justa a todas as categorias. Como já ocorrido nas competições do brasileiro, dias possíveis de voos para velas com performance superiores a categoria “B”, não foram liberadas as decolagens por falta de condições seguras e de igualdade para todas as categorias.

### 1.3. Definição Final

Baseado na finalidade do campeonato brasileiro, que não somente por classificação eleger o melhor piloto do Brasil, este evento é a base para o ranking do qual se formará a equipe que representará o Brasil nos campeonatos mundiais. Com base nesta finalidade, fortaleceu-se a ideia de eliminar a categoria da competição e o projeto entraria em vigo a partir de 2019.

### 1.4. Nota

Não será de caráter proibitivo a participação de velas “B” na competição. Sabendo-se que as provas tecnicamente elaboradas bem como as condições de voo do dia, não serão contempladas condições de igualdade para as velas da categoria “B”.

Mauro A. S. Arruda  
Presidente LBCP  
Liga Brasileira dos Competidores de Parapente

