



**CICO**  
**CIRCUITO CENTRO OESTE**  
**DE PARAPENTE**

# **Local Regulations**

**CICO Circuit**  
**West Center Paragliding**  
**Ranking of the Federation of Free Flight**

**Iporá - GO, from 13 to 15 May/2022**



## **1. CICO Circuit West Center Paragliding - Ranking of the Federation of Free Flight – Iporá - GO, from 13 to 15 May/2022.**

1.1 – The tests will be held on May 14 and 15, 2022.

### **2. INSCRIPTION**

#### **2.1 - Data**

From May 13, 2022

#### **2.2 - Pilots Kit**

Registered drivers will receive an Event kit.

#### **2.3 -Accreditation/Time Thursday (14/05/2022): 19:30 to 22h.**

It is mandatory to submit a Valid National License (Minimum Level I) CBVL, or FAI License (for foreigners).

The pre-registration does not guarantee the registration of the pilot, only after confirmation of registration on the CBVL website and payment of the registration fee on account of the organizer of the event.

The filling of vacancies happens by order of registration and payment, and not only of registration or only of payment. If payment/deposit is made without early registration on the CBVL website, the deposit amount will be returned to the depositor's account, depending on the fees of this transaction (e.g. TED, PIX).

The vacancy of the paid pilot, can be passed on to the interested party (a) by e-mail (or official statement to the organizer).

#### **2.4 - Registration/Number of Participants**

Internet registration on the <http://eventos.cbvl.esp.br>

150 (One hundred and four) vacancies, 25% of which are reserved for foreigners.

***Vacancies for foreigners will be secured until 10/04/2022. From this date, the available vacancies can be filled by national pilots, according to the order of registration.***

### **3. The Registration Fee will be R\$250.00 (Two hundred and fifty reais)QG / TRANSPORT / RAMP**

#### **3.1 - QG**

You will be informed daily during the test briefing, and different places can be adopted for each day. It is *the responsibility of the pilot* to be aware of the place chosen for that day.

#### **3.2 - Pilot Transfers**

Transfer to takeoff and rescue ramp will be offered. Athletes will have radio/phone rescue support by the rescue coordinator.

#### **3.3 - Takeoff**

The attendance list is required to be subscribed daily before take-off.

Checked equipment must be placed behind the demarcation line until take-off.

Unregistered pilots may not take off in the hour prior to the window opening until the end of the take-off window.

#### **3.4 - Landing and Rescue**

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It is mandatory to report safe landing on the frequency of the organization. If the pilot is unable to communicate by radio, he must report his landing on the list at the competition HQ immediately after arriving in the city.

#### **3.5 - Security**

Coordinator of Rescue, Civil Firefighters and Ambulance.

## **4. TECHNICAL REGULATION**

### **4.1 - Operational Regulations**

- **Air Traffic Rules** All competitors must comply with the laws and traffic rules in force in Brazil.

#### **4.1.1 - Damage to Paragliding**

Any serious damage to an equipment must be reported to the organisers without delay, and the equipment can then be repaired. Any replacements must strictly comply with the original specifications. The Race Director may allow the equipment to be replaced (temporarily or permanently) because of damage, loss or theft. In this case, the equipment may only be replaced by a brand and model paraglider equal to the original, or a paragliding of equal or inferior performance, and of the same class of competition.

### **4.2 - Flight Safety**

#### **4.2.1 - Dangerous Behavior**

It is the responsibility of every pilot to fly in order to maintain their personal safety and that of others. The Judge of Proof may penalize competitors who do not observe this rule, or even exclude them from the results. The organization, for security reasons, reserves the right to exclude the pilot it deems does not have technical and physical conditions, for the participation of the competition, as well as, to be using equipment that does not suit its ability and /or flight time.

#### **4.2.2 - Helmet and Reserve**

Every pilot must fly with a helmet and emergency parades on all flights.

#### **4.2.3 - Air Traffic**

Takeoff, flight and landing should always be done while keeping attention to other pilots. A paraglider reaching a thermal should rotate in the same direction as those already in it, regardless of its height. Every day will be informed in the briefing the direction of rotation of the first thermal, which should be obeyed by all pilots.

#### **4.2.4 - Flight in Clouds**

It is forbidden to fly in clouds. It is characterized that a pilot flew inside the cloud when he or any part of his equipment disappears from the sight of nearby pilots. The pilot flying within a cloud will have their day points reset, even if they have demonstrated their intention not to enter the cloud.

#### **4.2.5 - Suspension, interruption and cancellation of the test**

The Race Director may cancel a race before any competitor has taken off, if conditions prove dangerous such as: variation, intensity and wind direction, possibility of precipitation (rain), among others. If takeoff is suspended for only a period of time, the Director may resume it when he or she thinks conditions have become safe. The Race Director may suspend or interrupt a race after the takeoff of one or more pilots, where the continuation of the race would endanger the safety of competitors. If the race is interrupted, the goal will be closed at this time, and the score of the riders will be determined by the position indicated on the GPS at the time the race was interrupted.

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#### **4.2.6 - Ballast**

The pilot can carry only dispensable ballast, in the form of water or fine sand. A rider should avoid smoothing the ballast at any time when it may affect other competitors or the general public.

#### **4.2.7 - Protest**

At the time of registration will be brought to the attention of the pilots the members of the protest committee, this formed by 03 (three) pilots, and chosen by the Organization.

This commission will be sovereign and decide whether or not to execute the protested object.

Pilots who believe they have been harmed by other pilots, as well as by the current regulations, may submit their protest to the commission, a maximum period of 30 (thirty) minutes after the official disclosure of the provisional result, in addition to payment of a fee of R\$ 150.00 (one hundred and fifty reais).

#### **4.3 - Evidence**

##### **4.3.1 – Male and Female**

###### **4.3.1.1 Validity of the Proof**

Having taken off a single pilot no more changes will be accepted in the race.

###### **4.3.1.2 - Briefings**

Daily there will be a "briefing" in front of the panel (proof map), carried out by the Judge of Proof, who will put the details of the test of the day on the board. It is the pilot's entire responsibility to know.

###### **4.3.1.3 - Equipment Assembly**

A take-off sector for each ramp should be created and respected. The Judge of Proof will provide instruction for the correct distribution of paragliders in the takeoff sector. Pilots are not allowed in the take-off area, except when assisting in the takeoff of another. The maximum number of take-off attempts is determined by 03(three). After the third attempt the pilot must collect the equipment and head to the end of the queue. The Judge of Proof has the authority to penalize in points the pilot who insists on staying in the takeoff sector at 10% of the score of the day, cumulatively, in case of recidivism.

###### **4.3.1.4 - Takeoff System**

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

The window will only be opened by the Judge of Evidence, in supposedly safe conditions.

Pilots interested in taking off must report to the Judge of Proof, expressing this desire, and it is up to him to make up the take-off list, or if he prefers to let the takeoff take off pass freely. The race will not be valid if no pilot take off. It is up to the Judge of Proof to stipulate the opening time of the window and the time limit for it to be closed, and there may be an extension in case of closure for security reasons. The replacement of the window closing time will be corresponding to the interruption, and at 16hs, the mandatory closing of the window will occur, or the minimum window has not been fulfilled. The proof is only valid if the minimum window is met (25% of the window time). Only one takeoff is allowed during the opening of the window, and this rule will be insured by means of the takeoff inspectors and/or denunciation of other pilots.

###### **4.3.1.5 - Distance Flown**

Distance from the race is the shortest path between takeoff and goal, considering tangenciar the rays of the other pestles of the tests.

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###### **4.3.1.6 - Flight Verification and Objectives**

The flight and objectives will be proven exclusively by GPS.

###### **4.3.1.7 - Starting Gate**

To validate its start of the race the competitor must cross, after the opening hours of the starting gate, the limit of a radius cylinder and center in the coordinate informed in the briefing, in the indicated direction (leaving or entering). To prove that the pilot was inside this cylinder, the tracklog of your GPS must show at least 01(one) point inside (or outside) this circle.

###### **4.3.1.8 - Pylons**

To prove that the pilot has completed a pestle, the tracklog of his GPS must show at least one point inside the pylon cylinder whatever the radius of the pylon. A tolerance of 0.2% will be applied to the calculation of the pestle validation distance, to

compensate for the differences between the formulas used in gps software and calculation software. The radius of the pestle may be changed daily by the technical committee. By default this radius is 400 meters. The Pilot must deliver his GPS without pylons (particular or previous competitions) to insert the identification of the official pilot and pylons (waypoints) of the competition.

#### **4.3.1.9 - Goal**

By default, a 2000-meter radius cylinder for ESS (End of Speed Section) will be used for the final time take, and a physical or virtual range of 100 meters, or 400-meter cylinder in the center of the coordinate will be adopted as Goal. Riders must cross this virtual or physical range, or enter the smaller cylinder to validate their speed points. In the case of a track, in the impossibility of installing the physical track at the given location, a virtual track with extension established by the Judge of Proof, starting from the center of the goal coordinate and perpendicular to the last pestle of the race will be adopted as a track.

#### **4.3.1.10 - Score**

The pilot's score will be depending on everyone's relative performance. **The formula PWC2019** or higher (if available), with 1000 points based on the distance traveled by the first driver, where they count distance points, points for time, points per lead and points per position of arrival, using the **fs-comp 2021 R1 results** calculation software. **2** (or higher if you meet the most current Formula).

#### **4.3.1.11 – GPS or Barometric Height**

We'll use GPS height.

#### **4.3.1.12 -Aereo Space**

#### **4.3.1.13 - Judge General**

The Judge of Proof and Organization will be chosen the evidence, and can consult the Technical Committee.

#### **3.3.1.14 - Letter System**

Calculation and parameters in accordance with the current Regulation of the Brazilian Paragliding Championship 2022, item 11.3 page 27.

#### **3.4. - Technical Committee**

A Technical Committee will be formed by the Organization to consult in any need.

#### **3.5 - Protest Committee**

The Protest Commission will be formed by the Organization for trial.

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### **5. USE OF GPS**

#### **5.1 - Accepted models**

Only GPS models that record the altitude component in the tracklog, such as compass, naviter, garmin, aircotec, brauniger, logger, loggit, tracklogger, mlr, flytec, digify and flymaster brands, will be accepted. Pilots with GPS brand Garmin, Naviter, Compass, Brauniger, MLR, Flytec, Flymaster and Aircotec do not need to bring their communication cables. Pilots who have other models should bring their cables in the flight marking. Any other models must be presented in advance to the competition corrector at the time of registration, which may or may not allow their use for flight proof.

Attention to the models accepted by the FAI can help in understanding:

[https://www.fai.org/sites/default/files/civil/documents/cat1\\_instruments-2020-11-25.pdf](https://www.fai.org/sites/default/files/civil/documents/cat1_instruments-2020-11-25.pdf)

#### **5.2 - Validity of the data**

To be considered valid, the GPS tracklog must meet the following conditions: It must contain the full rider's course in the race, without interruptions greater than 900 seconds and in a maximum number of one interruption. The Driver must clean the tracklog every day on the GARMIN and MLR GPS models before taking off. All points must have valid date and time marking consistent with the other points. Continuous points are those that are no more than 30 seconds

apart from their predecessor.

### **5.3 - Verification criteria**

The tracklog must show, for each pestle and for the start gate, at least one point within a cylinder of the defined radius, and with center in the coordinate provided by the organization. Start gate and waypoints spokes will be defined in the test of the day, and may vary from one proof to another.

### **5.4 - Calculation of the distance flown**

Distance from the race is the shortest path between takeoff and goal, considering tangencial the rays of the other pestles of the tests.

### **5.5 - Tiebreaker**

Adopting as reference the last valid race, and so retroactively if the tie persists.

In case of goal, who gets first.

There's no goal, whoever makes the longest distance.

## **6. AWARDS**

### **6.1 – CICO and Rankimg FedGoias**

- 1st Place in the Open Category: Trophy
- 2nd Place in the Open Category: Trophy
- 3rd Place in the Open Category: Trophy
- 4th Place in the Open Category: Trophy
- 5th Place in the Open Category: Trophy
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- 1st Place in the Serial Category: Trophy
- 2nd Place in the Serial Category: Trophy

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- 3rd Place in the Serial Category: Trophy
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- 1st Place in the Sport Category: Trophy
- 2nd Place in the Sport Category: Trophy

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- 3rd Place in the Sport Category: Trophy
- 1st Place in the Sport Lite Category: Trophy
- 2nd Place in the Sport Lite Category: Trophy
- 3rd Place in the Sport Lite Category: Troph
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- 1st Place in the Female: Trophy
- 2nd Place in the Female: Trophy

### **6.2 - Cash prizes**

<b>Category</b>	<b>Awards</b>
<b>Open Champion</b>	<b>R\$ 1.000,00</b>
<b>Vice Open</b>	<b>R\$ 600,00</b>
<b>3rd Open</b>	<b>R\$ 300,00</b>
<b>Serial Champion</b>	<b>R\$ 600,00</b>

<b>Vice Serial</b>	<b>R\$ 400,00</b>
<b>3rd Serial</b>	<b>R\$ 200,00</b>
<b>Sport Champion</b>	<b>R\$ 450,00</b>
<b>Vice Sport</b>	<b>R\$ 250,00</b>
<b>Aspirating Champion</b>	<b>R\$ 400,00</b>
<b>Vice Aspirant</b>	<b>R\$ 200,00</b>
<b>Women's Champion</b>	<b>R\$ 400,00</b>
<b>Women's Vice</b>	<b>R\$ 200,00</b>
<b>Total</b>	<b>R\$ 5.000,00</b>

### **6.3 - Discard**

There is no disposal for the competition, and the result is formed by the sum of the points obtained in the valid tests, i.e. FTV 0% and without disposal of evidence.

### **6.4 - Awards ceremony**

The prize (trophy) will be awarded only to the pilot present at the Award Ceremony, and it is not up to the same any kind of future claim of the same.

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### **6.5 - Award delivery by Ranking**

Each State has its rules as governed by each Federation, so read the regulations of its Federation, if you are co-participating in this event.

## **7. GENERAL PROVISIONS**

**6.1.** At the time of registration, pilots may have checked and requested information regarding EN/ DHV (classification) of the equipment.

**6.2.** During race days, non-registered riders can only take off 30 minutes before or just after the competition window closes (something like taking off until 11:40 or after 13:30). Pilots who wish to register as "birutas" should seek the Race Director. Only 10 (ten) "tan" riders will be registered per day.

**6.3.** It is mandatory to book flight daily, regardless of placement, success, or result obtained by the pilot during the day of competition. Non-marking of the flight will result in a penalty/loss of 20% of the points to the final result of the competition.

**6.4.** The Organization reserves the right to exclude any participant who is interfering in the course of the competition.

**6.5.** The daily information is informed on the test board of the flight marking locations, as well as the proof of the day. It is the responsibility of the pilot to be aware of possible changes that may occur on competition days. Don't get carried away by third-party information. The correct information is contained in the evidence table.

**6.6.** It is proven that some pilot lent, gave or left pilot not registered as the carrier of his identification badge, in order to circumvent the inspection, the same loses 20% of the points to the final result of the competition.

**6.7.** It is mandatory to use the identification sticker (numeral) on the helmet, this being

the credential for access to the take-off area.

**6.8.** Daily, only delete your tracklog after the official release of the results, and before the start of the next test of the day.

**6.9.** From the first day of the valid race, the Organization can establish a takeoff criterion favoring and prioritizing the takeoff of the first 20 (twenty) pilots of the current National Ranking. From the second day of the race, the criterion of choice for the preference of take-off will become the result of the current competition, and so on until the end of the competition, always giving priority to the top 20 (twenty).

**6.10.** All pilots must enter the take-off area through the access portal, giving their registration number. Failure to comply with this rule will be considered a serious misconduct, resulting in the loss of the points obtained on the respective day of inflation.

**6.11.** It is the pilot's entire responsibility to be aware of any changes in the tests, be it route and/or schedules. If there is a change, this will be made in the Proof Board and in the sound system of the competition.

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**6.12.** Registration Transfer (ownership) is permitted through sale, donation or any trade. You may not protest and/or serve as a pilot witness(s) whose GPS does not have in your records, the history of altitude in flight, reason for the protest. The pilot must request the form from the organization, filling out this with data proving his presence in the area of the infraction, object of his protest as: Waypoints (Mark) of the site, digital photo, film among others. Participants must respect the schedules established in this regulation to ensure the proper progress of the work.

**6.13.** The race can be cancelled due to rain, and or cold front, without the need to move the athletes / team to ramp.

**6.14.** After landing the participant must report their location to the Rescue Coordination.

**6.15.** For safety reasons, all pilots must fly with the radio on the frequency of the organization.

**6.16.** The reference name of each pestle does not faithfully match the position/location of the geographical coordinate, so the pilot must follow the geographical and non-object coordinate that references the coordinate.

**6.17.** In case of postponement of the event of this 1st Stage, it will be rescheduled for the period from 04/06/2021 (Friday) to 06/06/2021 (Sunday).

**6.18.** It is prevented from participating pilot who is fulfilling administrative penalty imposed by the club headquarters and / or CBVL.

**6.19.** In case of postponement of the stage, the Organization reserves the right to reschedule the event for the period from 20/04/2022 to 30/05/2022, and it is the prescribed, maintain or withdraw the participation, and its vacancy is maintained or passed on applying the rules of item 1.3 of this regulation.

**6.20.** In case the pilot falls into more than one cash and trophy prize, you will only be entitled to the award of your flight category.