

LOCAL REGULATIONS - BELA VISTA RACE 2022

1. REGISTRATION

1.1 – Date:

From 16/06/22

1.2 – Pilots Kit

Registered pilots will receive an event T-shirt. Lunch packs will be distributed before each task.

1.3 – Registration

29/07/2022, 18:30h at HQ.

It is mandatory to present a valid National License CBVL, or FAI (for foreigners). 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.

The filling of vacancies happens in order of registration and payment, and not only registration or payment only.

If the payment / deposit is made without prior registration on the CBVL website, the deposit amount will be returned to the depositor's account, less the fees for this operation.

The pilot will only guarantee his place by making the registration payment within a period of up to 7 (seven) days, otherwise his place will be available for another pilot.

The registration can be transferred to another pilot only after request by email and approved by the event organizers.

REFUND OF THE REGISTRATION FEE ONLY IN CASE OF DEFINITIVE CANCELLATION OF THE EVENT.

1.4 – Registration / Number of Participants

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

125 (One hundred and twenty-five) participants, 25% being reserved for foreigners. The places destined to foreigners will be guaranteed until 13/07/2022. As of this date, the available places may be filled by Brazilian pilots, according to the order of registration.

1.5 – Air sports Pilot Certificate

According to Brazilian law, all pilots present Air Sports Pilot Certificate (ANAC).

Link: <https://www.cbvl.esp.br/piloto-cbvl/prova-da-anac/>

2. HQ/RETRIEVE/Take Off

2.1 – HQ

You will be informed daily during the task briefing, and different places may be adopted for each day. It is the responsibility of the pilots to be aware of the place chosen for that day.

2.2 – Pilots transportation to T.O.

Each pilot is responsible for his own transportation.

2.3 – Take Off

Pilots must sign the attendance list daily prior to takeoff. Checked equipment should be placed behind the demarcation line until takeoff. Unregistered pilots will not be allowed to take off after the window opens and until the end of the takeoff window.

2.4 – Landing and Retrieve

Safety landing reporting at the organization's frequency is mandatory. If the pilot is unable to communicate by radio, he must report his landing at the competition headquarters immediately after arriving in town.

2.5 – Safety

Ambulance and Rescue team available.

3. TECHNICAL RULES

3.1 – Operational Rules

3.1.1 – Air Traffic Rules

All competitors must obey the traffic laws and rules in force in Brazil.

3.1.2 – Damage to equipment

Any serious damage to equipment should be reported to the organizers without delay and the equipment can then be repaired. Any replacements must comply strictly with the original specifications. The Meet Director may allow equipment to be replaced (temporarily or permanently) because of damage, loss or theft. In this case, the equipment may only be replaced by a paraglider of the same make and model as the original, or a paraglider of the same or lower performance, and of the same competition class.

3.2 – Flight Safety

3.2.1 – Dangerous Behavior

It is the responsibility of every pilot to fly in such a way as to maintain his personal safety and that of others. The Meet Director may penalize competitors who do not comply with this rule, or even exclude them from the results. For safety reasons, the organization reserves the right to exclude the pilot it deems to have no technical and physical conditions to participate in the competition, as well as to use equipment that does not match his / her ability and / or flight time.

3.2.2 – Helmet and Reserve

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

3.2.3 – Air Traffic

Takeoff, flight and landing should always be done while keeping attention to other pilots. A paraglider coming to 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 must be obeyed by all pilots.

3.2.4 – Cloud Flying

Cloud Flying is prohibited. It is characterized that a pilot has flown into the cloud when he or any part of his equipment disappears from the sight of nearby pilots. A pilot flying within a cloud will have his points of the day reset, even if he has shown his intention not to enter the cloud.

3.2.5 – Suspension, interruption and cancellation of the task

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

3.2.6 – Ballast

The pilot may carry only jettisonable ballast in the form of water or fine sand. A rider should avoid jettisoning the ballast at any time that may affect other competitors or the general public.

3.2.7 – Protest

Upon registration, the members of the protest committee will be brought to the attention of the pilots, which is made up of three (3) pilots and chosen by the Organization. This commission shall be sovereign and decide whether or not to execute the object objected. Pilots who believe they have been harmed by other pilots, as well as the current regulation, may submit their protest to the committee, within 30 (thirty) minutes after the official publication of the provisional result, in addition to the payment of a fee of R\$ 150.00 (one hundred and fifty reais).

3.3 – Tasks

3.3.1 – Task Validity

Once a single pilot has taken off, no changes to the task will be accepted.

3.3.2 – Briefings

There will be a daily briefing in front of the panel (task map) by the Meet Director, which will put the details of the day's task on the board. It is the responsibility of the pilot to be aware of it.

3.3.3 – Equipment Assembly

A takeoff sector shall be created and respected for each ramp. The Meet Director will instruct the correct distribution of paragliders in the takeoff sector. The presence of pilots in the takeoff area is not permitted, except when assisting the takeoff of another. The maximum number of takeoff attempts is determined at 03 (three). After the third attempt the rider must pick up the gear and drive to the end of the line. The Meet Director has the authority to penalize points for a pilot who insists on being in the takeoff sector for 10% of the day's score cumulatively in the event of a repeat offense.

3.3.4 – Takeoff System

It will be the "open window" and the following criteria must be met: The window will only be opened by the Meet Director under supposedly safe conditions. Pilots interested in taking off should report to the Meet Director, expressing this wish, and it is up to him to compose the takeoff list, or if he so chooses to allow the takeoff to proceed freely. The task will not be valid if no pilot takes off. It is up to the Meet Director to set the window opening time and the closing time for closing it, and may be extended in case of closing for security reasons. The replacement of the window closing time will correspond to the interruption, and at 16hs, the mandatory window closing will occur, whether or not the minimum window has been met. The task will only be valid if the minimum window is met (25% of the window time). Takeoff is only permitted during window opening, and this rule will be enforced through takeoff and / or report from other pilots.

3.3.5 – Distance

Task distance is the shortest path between takeoff and goal, considering the tangential radius of the other task waypoints.

3.3.6 – Flight Evidence and Objectives

Proof of the flight and the objectives executed will be made exclusively by GPS.

3.3.7 – Starting Gate

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

3.3.8 – Waypoints

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

compensate for the differences between formulas used in GPS software and survey software. The radius of the waypoint may be changed daily by the task committee. By default, this radius is 400 meters. The pilot must present his GPS without waypoints (private or from previous competitions) to enter the pilot ID and official waypoints of the competition.

3.3.9 – Goal

By default, a 2000-meter radius cylinder for End of Speed Section (ESS) will be used for the end time take, and a 100-meter physical or virtual line or 400-meter cylinder will be adopted as Goal. Pilots must cross this virtual or physical line or enter the smaller cylinder to validate their speed points. In the case of a line, if it is impossible to install the physical line at the given location, a virtual line with extension established by the Meet Director, starting from the center of the goal coordinate and perpendicular to the last waypoint of the task, will be adopted as a line.

3.3.10 – Scoring

The pilot's score will be based on their performance. Formula PWC2019 or higher (if available) will be used, with 1000 points based on the distance traveled by the first pilot, which will count distance points, time points, leading points and points per finishing position using the software. Calculation of Results FS-Comp 2022 R1.0 (or higher if meeting the most current Formula).

3.3.11 –Altitude: GPS or Barometric

We will use GPS Altitude.

3.3.12 – Airspace

All tasks must be inside Conditioned Airspaces intended for the practice of Free Flight.

3.3.13 – Task Committee

The Task Committee will be composed of 3 pilots indicated by the organization. The Meet Director will define the task of the day using the suggestions of this commission.

3.3.14 – Sistema de Letras (Brazilians Only)

Apuração e parâmetros em conformidade com o atual Regulamento do Campeonato Brasileiro de Parapente de 2022.

3.4 – Technical committee

The Organization will set up a Technical committee for consultation if necessary.

4. - GPS

4.1 – Accepted Models

By FAI Section 7.

4.2 – Tiebreaker

Taking as reference the last valid task, and so retroactively if the tie persists. In case of goal, who comes first. There being no goal, who does the longest distance.

5. CATEGORIES AND PRIZE GIVING

5.1 – Categories:

5.1.1 OPEN: It will be formed by all the pilots registered in the competition. From the CCC category to the EN-A. Wings not homologated will not be accepted. In case of doubt, check the rules of the Brazilian Championship.

5.1.2 SERIAL: It will be formed by paragliders with EN-D homologation or less, with an wing span equal to or less than 7.

5.1.3 SPORT: It will be formed by pilots who compete with paragliders homologated EN-C or lower;

5.1.4 ACESSO: It will be formed by pilots who compete with EN-A and B homologated paragliders, up to level II (two) CBVL

5.1.5 FEMININO: Will be formed by female pilots.

5.2 – AWARDS

Cash prizes to be defined + Trophies for the top 3 in each category.

5.3 FTV

FTV 25%.

5.4 – Prize Giving

The prize (trophy) will be given only to the pilot attending the Awards Ceremony, and will not be entitled to any future claims.

6. GENERALITIES

6.1 Changes

This regulation may change until the start date of the event.