RULES

1. REGISTRATION
1.1 - Date
From the 16th of June 2022

1.2 - Pilots Kit
Registered riders will receive an Event T-shirt kit.

1.3 - Accreditation
Friday (August, 12): 6:30pm to 8pm.
It is mandatory to present a valid National License (minimum Level II) 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 in the account of the event organizer.
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 (eg, TED).

1.4 - Registration / Number of Participants
Internet registration at http://eventos.cbvl.esp.br
125 (One hundred and twenty five) vacancies, 25% being reserved for foreigners. Nonpay by 02/14/2020 will automatically be released to the waiting list. The vacancies destined to foreigners will be guaranteed until 10th ofJuly, 2022. As of this date, the vacancies available may be filled by national pilots, according to the order of registration.

1.5 - Aerodesport Pilot Certificate:
According to Brazilian law, all pilots present Certificate of Pilot (ANAC proof).
Link: https://www.cbvl.esp.br/piloto-cbvl/prova-da-anac/

2. HQ / SHIPPING / RAMP
2.1 - HQ
You will be informed daily during the test briefing, and different places may be adopted for each day. It is the responsibility of the rider to become aware of the place chosen for that day.

2.2 - Pilot Transfers
Shuttle and rescue ramps will be offered. Athletes will have radio / telephone rescue support by the rescue coordinator.

2.3 - Takeoff
Subscribing to the attendance presence 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 until the window opens until the end of the takeoff window.

2.4 - Landing and Rescue
Safety landing reporting is required at the organization's frequency. If the pilot is unable to communicate by radio, he must report his landing list at the competition headquarters immediately after arriving in town.

2.5 - Security
Rescue, Fire and Ambulance Coordinator.

RULES

3. TECHNICAL RULES
3.1 - Operational Rules
3.2 - Air Traffic Rules
All competitors must obey the traffic laws and rules in force in Brazil.

3.3 - Damage to Paragliding
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 Contest 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.

3.4 - Flight Safety
3.5 - 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 Judge 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.

3.6 - Helmet and Reserve
Every pilot must fly with a helmet and emergency parachute on all flights.

3.7 - 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.

3.8 - Flight in Clouds
Flying inside clouds 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.

3.9 - Suspension, interruption and cancellation of the race
The Race Director may cancel a race 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 Director may restart it when he / she feels that conditions have become safe. The Race Director may suspend or interrupt a race after one or more pilots take off, where continued race would endanger the safety of competitors. If the race is interrupted, the goal will be closed at this time, and the rider's score will be determined by the position indicated on the GPS at the time the race was interrupted.

3.10   - Ballast
The rider may carry only expendable ballast in the form of water or fine sand. A rider should avoid thrusting the ballast at any time that may affect other competitors or the general public.-

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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 disclosure of the provisional result, in addition to the payment of a fee of R $ 150.00. (one hundred and fifty BRL).

3.11   - Tasks
3.12   - Male and Female
3.12. .1 Task Validity
Once a single pilot has taken off, no changes to the task will be accepted.

3.12. .2- Briefings
There will be a daily briefing in front of the panel (task map) by the Judge, 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.

3.12. .3- Equipment Assembly
A takeoff sector shall be created and respected for each ramp. The Judge 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 Test Judge 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.

3.12. .4- Takeoff System
It will be the "open window" and the following criteria must be met:
The window will only be opened by the Judge under supposedly safe conditions.
Pilots interested in taking off should report to the race judge, 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 test will not be valid if no pilot takes off. It is up to the Judge 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 proof 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 whistleblowers.

3.12. .5- Distance
Task distance is the shortest path between takeoff and goal, considering the tangential radius of the other task waypoints.

3.12. .6- Flight Evidence and Objectives
Proof of the flight and the objectives executed will be made exclusively by GPS.

3.12. .7- Starting Gate
To validate the start of the race, 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.

3.12. .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 technical committee. By default this radius is 400 meters. The Rider must surrender his GPS without waypoints (private or from previous competitions) to enter the pilot ID and official waypoints of the competition.

3.12. .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 range or 400 meter cylinder in the center of the coordinate will be adopted as Goal. . Pilots must cross this virtual or physical range or enter the smaller cylinder to validate their speed points. In the case of a lane, if it is impossible to install the physical lane at the given location, a virtual lane with extension established by the Judge, starting from the center of the goal coordinate and perpendicular to the last waypoint of the race, will be adopted as a lane.

3.12. .10- Score

The pilot's score will be based on their relative performance. Formula **PWC2019** or higher (if available) will be used, with 1000 points based on the distance traveled by the first driver, which will count distance points, points per time, points per lead and points per finishing position using the software. Calculation of Results **FS-Comp 2022 R1.3** (or higher if meeting the most current Formula).

3.12. .11 – Height: GPS or Barometric

We will use **GPS** height.

3.12. .12 – Air Space

3.12. .13- Judge General

The Test Judge and Organization will choose the tasks and may consult the Technical Commission.

3.3.1.14 - Letter System

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

3.4. - Technical committee

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

3.5 - Protest committee

The Organization had formed the Protest Committee for trial.

4. GPS USE

4.1 - Model accepted

Only GPS models that record the altitude component in the tracklog will be accepted, such as branded devices: compass, naviter, garmin, aircotec, brauniger, logger, loggit, tracklogger, mlr, flytec, digifly e flymaster. Competitors with brand GPS: Garmin, Naviter, Compass, Brauniger, MLR, Flytec, Flymaster e Aircotec no need to bring your communication cables. Pilots with other models should bring their cables in the flight marking. Any other models must be presented beforehand to the competition scorer upon registration, who may or may

not allow their use for flight verification.
Attention to FAI-accepted models can help in understanding:
https://www.fai.org/news/approved-instruments-list-published-civl-website?fbclid=IwA
R1pEG1C-hEciTAJxamKCevD6mrIZUINrzZDhk-ssImW46_d7i-BWBWW8IU- Data
validity
To be considered valid, the GPS tracklog must meet the following conditions:
It must contain the full course of the rider in the race, with no interruptions longer than 900
seconds and a maximum of one interruption. The Pilot must clear the tracklog every day on
the GARMIN and MLR GPS models before taking off. All points must have a valid timestamp
consistent with the other points. Continuous points are those that are no more than 30
seconds apart from their predecessor.

4.2 - Check Criteria
The tracklog shall show for each waypoint and start gate at least one point within a cylinder of
the defined radius, and centered on the coordinate provided by the organization. The start
gate radius and waypoints will be set on the task of the day and may vary from task to task.

4.3 - Flight distance calculation
Proof distance is the shortest path between takeoff and goal, considering the radii of the other
waypoints of the task..

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

5. PRIZE GIVING
5.1 – XMantiqueira 2022

5.1.1 – Open
1º Trophy + R$ 1200,00
2º Trophy + R$ 900,00
3º Trophy + R$ 800,00

5.1.2 – Serial
1º Trophy + R$ 700,00
2º Trophy + R$ 600,00
3º Trophy + R$ 500,00

5.1.3 – Sport
1º Trophy + R$ 400,00
2º Trophy + R$ 300,00
3º Trophy + R$ 200,00

5.1.4 - Teams (up to 5 members)
1º Medals
2º Medals
3º Medals

5.2 - Discard

There will only be a discard application if 3 valid tasks occur, with the full discard being the lowest grade. The Friday Task is automatically canceled if Saturday or Sunday is not validated. The final result is formed by the sum of the points obtained in the valid tasks, that is, FTV 0%.

5.3 - Awards Delivery

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

5.4 - Awarding of Prizes by Ranking

The prize will be delivered to the pilot present at the Award Ceremony, not being responsible for any type of future confirmation.

6. GENERAL PROVISIONS

6.1 For the Xmantiqueira stage, the pilot will compete in his category and in the higher ones.

6.2 Out of respect for women, there will be no female category. We understand that the categories are defined by equipment approval and not by gender.

6.3 REFUND OF THE REGISTRATION VALUE ONLY IN CASE OF DEFINITIVE CANCELLATION OF THE EVENT.