

São Paulo State Hang Gliding Championship

2023 Competition Rules

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THE COMPETITION

The entity responsible for organizing the championship is the **FPVL – FEDERAÇÃO PAULISTA DE ASA DELTA E PARAPENTE** in accordance with the prerogative included in its Bylaws, especially in articles 10, 40 e 60.

This competition has the support of CBVL - CONFEDERAÇÃO BRASILEIRA DE VOO LIVRE, CAB - COMITÊ AERODESPORTIVO DO BRASIL and FAI - FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE.

APPLICATION RULES

In compliance with the provisions of article 60, item I, the regulation will be governed by the principles of legality, impersonality, morality, publicity, economy and efficiency.

Thus, the Brazilian legislation applies to these rules, in particular

Federal Constitution of 1988;

Code 7.565/1986 - Brazilian Aeronautical Code;

Code 11.182/2005 - National Civil Aviation Agency (ANAC);

RBAC 103 EMENDMENT nº 00;

ICA 100-12 – AIR RULES 2016;

ICA 100-38- AIRSPACE RULES 2018;

IS Nº 103-001 - SUPPLEMENT Revisão B

HEALTH REGULATION ISSUED BY THE MINISTRY OF HEALTH, STATE OR MUNICIPAL SECRETARY OF HEALTH

In addition to the above mentioned norms, the norms contained in the present document will apply, and in a supplementary way in which they do not conflict:

- Club regulations where the championship stages will be held;
- The general and complementary sections of the Sporting Code Section 7 - FAI HANG GLIDING AND PARAGLIDING COMMISSION (CIVL);
- It is understood that the present document establishes rules for the execution of local championships and in no way replaces the rules of general aviation which must be followed by all competitors.

THE COMPETITORS

Only pilots who are up to date with all their social obligations (CBVL, FPVL, ANAC, Local Club) are allowed to participate the competition.

Foreign pilots must present a valid FAI - Fédération Aéronautique Internationale.

GENERAL INFORMATION

EVENTS CALENDAR

The 2023 Championship season will have 6 stages, being 5 Regular and 1 Super Final. Each regular stage will last for 3 days, 1 day of training and registration and 2 days of competition. The Super Final stage will last for 2 days only, 1 day of registration and training and 1 competition day. The season's stages will follow the calendar below:

Stage 1 – 01 e 02 de April	-	Pico do Gavião-Andradas
Stage 2 – 06 a 07 de May	-	São Sebastião da Bela Vista
Stage 3 – 03 e 04 de June	-	Pico do Gavião-Andradas
Stage 4 – 01 e 02 de July	-	São Sebastião da Bela Vista
Stage 5 – 02 a 04 de November	-	Bocaina-São Jose do Barreiro

SUPER FINAL – 25 de November (02-12) - Pico do Gavião-Andradas

The SUPER FINAL stage will have only one race following the same rules of the other stages. For all participants of this stage, in addition to the race points, will be added a 60% bonus over this stage points.

The SUPER FINAL stage will also hold the closing and awarding ceremonies.

The organizers are free to include/remove stages or change their dates whenever necessary to guarantee the smooth running of the championship.

1.1. CONDITIONS FOR A STAGE TO BE CONSIDERED VALID

1. Minimum of 5 (five) competitors in the **Elite** category
2. If the minimum number of 5 (five) participants is not reached 2 (two) days prior to the first competition day, the stage may be cancelled.
3. If the number of competitors in **Sport** category is less than 5 (five), the category will be merged with the Ascendente category.
4. If the number of competitors in **Ascendente** category is less than 5 (five), the category will be merged with the **Elite** category.
5. If the number of competitors in **Rogallo** category is less than 5 (five), this category will be considered invalid.
6. The stage points will be considered valid for the Paulista State Ranking right after the completion of its first valid task.
7. A meteorology committee will be formed at least 2 days prior to the first competition day. This committee is responsible to confirm or cancel the stage on meteorological grounds.
8. The stage cannot be postponed to the following year.

1.2. PILOT PROFICIENCY LEVEL

The participating pilots will be ranked according to CBVL rules stated at CAPÍTULO VI - DA PRÁTICA DO VOO LIVRE NA MODALIDADE ASA DELTA -

SEÇÃO I - Dos Níveis de Habilitação, Requisitos e Prerrogativas da Norma Regulamentar da CBVL Versão 12/2019.

Will be accepted in Open, Elite and Ascendente categories pilots with minimum hang level 3.

Ascendente category will be comprise of pilots flying topless gliders and which are not among the top 10 ranked pilots in Elite category on the 2022 season.

Sport category will be comprised of pilots which have at least hang level 2 and flying a kingposted glider.

Rogallo category will be comprised only by low performance, single sail gliders and floaters.

Rigids (FAI Class 2 and 5) and pilots from other states will not score points on the São Paulo State Ranking and will participate the competition on the Open category only.

1.2.1 CBVL LICENSE

According to the CBVL rule 001/2019, it is mandatory for all the competitors to hold a valid CBVL or FAI hang glider license.

1.3. OFFICIAL LANGUAGE

Official competition language is the portuguese. If foreign pilots are present, all information will be presented in portuguese and right after in english.

1.4. LOCAL RULES

If the orginazer finds necessary to apply a local rule, it should consult the state hangglider pilots association (FPVL) technical board asking for approval at least 1 month prior to the stage date. This change will be communicated at the pilot´s briefing on the first competition day.

1.5. MANDATORY EQUIPMENTS

1. All competitors must use: Helmet, Emergency Parachute and a double hangloop system.
2. Only, gliders certified, airworth and in good condition will be accepted. These requirements applies to all categories but the Rogallo. Glider replacement can happens according to FAI/CIVL Sporting Code Section 7A and must be informed to the task director.

1.6.1. EQUIPMENT CHECK

At each stage, there might be a FPVL/CBVL representative that, accompanied by a member of the safety committy, will inspect pilot´s equipment (hangglider, harness, reserve chute, carabiners, etc) for its overall state in cmlpliance to the FAI/CIVL, Sporting Code 7 and 7A.

1.6.2. BALLAST

The use of ballast is allowed as long as the pilot is able to jettison it (water or sand). Ballast which cannot be accessed in flight is considered cargo and not allowed.

1.7. TAKEOFF

1. In stages where online trackers are available, it is the pilot responsibility to seek his tracker with the organization.
2. Pilots who fail to get his tracker will be considered as non present. For details see section 5.7 under Penalties.
3. Neither the organization of the event or the stage federation FPVL are responsible for the takeoffs during the evendo. The decision to where and when to do so is the pilot´s sole responsibility.
4. Each competitor identification number will be his ranking position in the previous season. If for some reason this cannot be achieved, the organizers will randomly assign identification numbers to the pilots.

5. For safety reasons, landing at launch is forbidden.
6. Non competitors will only be allowed to take-off after the launch window or under cleared by the flight director.

1.7.1. TAKEOFF ORDER

1. If necessary, the organization will set up a launch queue using the last valid pilot's ranking .
2. On the first competition day of the first stage of the season, the launch queue will follow the rank of the previous season.

1.7.2. SETUP AREA AND LAUCH CORRIDOR

1. The launch corridor can only be accessed at take off. No glider will be set up in the corridor.
2. Task director will enforce the correct position to set up the gliders in the setup area.
3. Task director can issue penalties for pilots setting up outside the correct area or if the pilot insists in using the corridor to set up his equipment. .

1.7.3. LAUNCH AREA

1. Take offs are allowed only on the previously approved and signaled launch areas.
2. Competitors whi insists in taking off from improvised or unapproved launch area will be disqualified.

1.8. LANDING

1. All pilots should move his glider out of the landing area freeing the area for other pilots to land.
2. A glider which does not move after landing is considered a accident.

1.8.1. MANDATORY REPORT BACK

1. It is mandatory to report back a safe landing to the task director by means declared at the briefing.
2. Return of the tracking system for scoring is NOT considered a report back.
3. Task director may issue penalties to the pilots who fail to report back. (See Penalties).

1.9. BRIEFING

1.9.1. SAFETY BRIEFING

1. There will be a safety briefing before the first task of the stage. At this briefing, pilots will be informed about safety related characteristics of the area over which the task will take place.
2. It is mandatory to all pilots to attend the safety briefing.

1.9.2. TASK BRIEFING

1. The Task Director will hold a task briefing before every competition day at the setup area for Open, Elite, Ascendente and Sport categories. The details of the task like turnpoints, length, start and other parameters will be presented over a board.
2. The pilot is responsible for getting himself familiar with the task of the day.
3. The task director will plan the briefing so to leave at least 15 minutes between the end of the briefing and the start of the launch window.
4. The task briefing must contain:
 - a) Relevant information about the previous day. (protests, incidents, penalties).
 - b) Winners of the previous task (Sport, Rogallo, Elite/Open and Ascendente).

- c) Weather forecast for the day (wind direction, cloud cover, thermal activity, forecast for the following days);
- d) Information related to the task (waypoints, airspace restrictions, no landing areas, retrieve roads);
- e) Task configuration (turn points, radius, launch window, task distance, how to report back, thermal direction of turn).

1.10. REST INTERVAL

It is mandatory that at least 90% of the competitors have at least 10 hours of rest between task download and launch windows on the next day.

2. SAFETY RECOMENDATIONS

1. It is recommended that all pilots carry a two way radios, for retrieve and support in case of accident. All pilots should inform their radio frequency to the organization prior to take-off.
2. It is recommended the use of a tracking solution (satellite or cell phone).
3. Organizers, sponsors and staff are not responsible for accidents or injuries to the pilots or third parties as result of bad decision or equipment mishandling.
4. It is the organizers responsibility to provide rescuers and a ambulance available to the competition days.

2.1 SAFETY COMMITTEE

1. It is mandatory to have a safety committee prior to each competition day.
2. The safety committee will be formed by three (3) experienced pilots and which have knowledge of the area where the task will take place.

2.2. SAFETY REPORT BACK

1. All pilots should report to the task director when conditions are no longer safe for flying.
2. This report should be done via radio as stated below.:
Level 1 (safe)

Level 2 (advise caution)

Nível 3 (dangerous)

2.3. AIR TRAFFIC RULES

All competitors should follow international and brasilian specific air traffic rules to prevent mid air colisions.

2.4. DANGEROUS BEHAVIORS

1. All competitors should fly in a safe and respectfull manner towards all other pilots.
2. Task director can issue penalties, invalidate task or even remove from the stage competition a pilot showing signs of unsafe behavior.

2.5. PERSONNAL FLIGHT CONDITIONS

1. Any injuries or health conditions which might affect one´s take-off, flight or landing should be reported to task director and safety committee prior to the briefing.
2. Task director has the power to remove pilots which show signs of being unfit to fly.
3. Take-off under the effect of ilegal drugs may be grounds for disqualification.

2.5.1 MEDICAL SUPPORT

Ambulance and rescuers will be available at all competition day at launch. Any pilot involved in accident or incident must present himself for medical evaluation. The medical team will decide if the pilot is still fit for flight.

2.6. AIR TRAFFIC

A hangglider arraving to a termal must rotate in the same direction as the ones already in it, regardless of their hights.

2.6.1. THERMALLING BEFORE START

1. The rotation direction of the thermals before the start gate open will be informed daily in the briefings and must be followed by all pilots.
2. On even days we'll rotate right and on odd days we'll rotate left.
3. Task director can issue penalties to pilots not following this rule.
4. Repeated violations of this rule will lead to the pilot be disqualified from the stage.
5. Pilots thermaling in the wrong direction but flying alone or at least 150m from other pilots will receive a warning and instructed to reverse direction as soon as possible.

It is recommended that all pilots be familiar with chapter 3, section 7 of the FAI/CIVL sporting code, "THERMALLING RULES AND TECHNIQUES".

(https://www.fai.org/sites/default/files/civil/documents/sporting_code_s7-guidelines_and_templates_2018.pdf)

2.7. ACRO, LOW FLIGHTS AND DANGEROUS BEHAVIORS

Task director may issue penalties or even disqualify pilots flying dangerously. It is considered dangerous flight, acro close to other pilots, low flights over the launch area or in cases where the pilot demonstrate lack of adequate control of the pilot.

2.8. Unsportsmanship

Task director may issue penalties or even disqualify pilots showing unrespectfull behavior towards other pilots, staff or general public.

2.9. CLOUD FLYING

1. Flying inside the clouds is forbidden.
2. The competitor who does so will have his task's points removed even if the flight into the cloud were not intentional.

3. Cloud flying is when any part of the glider disappears from view in respect to ground observer or other pilots.

4. The pilot who wishes to file a complain of cloud flying to another pilot must record the coordinates of the event via "mark enter" on your GPS.

2.10. WIND SPEED LIMITS

1. The windspeed limits for a task to be held are (if no local limits are declared):

Constant wind speed limit is **35 km/h;**

Wind gust speed limit is **45km/h.**

3. TASKS

3.1. TASK COMMITTEE

1. A task committee will gather together daily to choose the task of the day.

2. This committee is composed by 3 (three) to 5 (five) experienced pilots signed in the competition, who have knowledge of the site.

3. The task committee will choose the day's task and the safety committee sign it off based on safety considerations.

3.2. MINIMUM TASK DISTANCE

The minimum task distance for Open, Elite and Ascendente category is 45 km (forty five kilometers) optimized. If the task has less than 45 km, it'll be invalidated. The other categories have no minimum distance.

3.3. TASK TYPE

3.3.1. RACE TO GOAL

1. The winner is the first to reach the goal.

2. The time the start gate opens and the route are the same to all pilots. If the task has multiple starts the last start of the pilot will be the one considered for scoring.

3.3.2. ELAPSED TIME

1. The winner is the pilot who closes the task in less time.
2. The task is the same to all pilots but the start is unique to each pilot. The start time considered will be informed at the briefing.
3. In this mode the pilot can score leadership points.

3.4. TAKE-OFF

A "window" system will be used for the take-offs and the following rules apply:

1. The window will open only under safe flying conditions.
2. The task director will declare at briefing time if the take-off will be based on "first come, first serve", "ranking based priority" or other form he sees fit.
3. The task director will decide the time the window opens and closes.
4. The task director can close the window for safety reasons. When the window reopens, its time will be extended for the duration it was closed as long as it does not last longer than 30 minutes past the expected time for the window to close declared in the briefing.

3.4.1. MINIMUM TIME TO OPEN THE WINDOW

The task of the day will be considered valid only if the minimum time for window open is achieved. The minimum time is calculated multiplying the number of pilots by 1 minute and dividing the result by the available simultaneous take-offs possible at the site.

For instance, in a stage with 100 pilots signed and the site supports 5 simultaneous take offs, the minimum time for the take-off window will be 20 minutes ($100 \times 1 / 5 = 20$ minutes).

3.5. TASK CHANGE

After the first take-off, the task will not be changed.

3.6. START GATE

1. To validate his start, the pilot should cross, after the start gate time, the limits of the start cylinder. The start cylinder features are declared at briefing.
2. There may be more than 1 start time, this will be informed at briefing.
3. The center position and radius of the start cylinder will be informed daily at the briefing.

3.6.1 FALSE START

1. In Open / Elite / Ascendente categories, the pilot who does a false start is subject to penalties in the form of 2 points lost per second before the start. There is a lost cap of 300 points after which he'll score only the minimum distance for the task.
2. The sport category follows a similar rule for false start but the penalties are of 1 point per second only. The lost cap limit and minimum distance penalties are the same.

3.7. INTERRUPTING OR CANCELING THE TASK

1. The task director can cancel or interrupt a task at any time on ground of unsafe flying conditions.
2. The decision will be communicated to the pilots via radio at the emergency frequency.
3. In "*elapsed time*" type tasks no points will be scored.
4. In "*race to Goal*" type tasks, if at least 1 pilot made to goal or 1:30 minutes after the last start have transpired, the task will be cancelled and score points will be distributed accordingly.
5. A interrupted tasks will have its validity factor calculated by CIVL GAP formula chapter 12.3.

3.7.1 STOPPED TASK GLIDE RATION BONUS

The distance flow will also take into consideration the pilots height at the time the task is interrupted. The distance added will be the AGL height in rapport to the goal multiplying it by 5 (five).

3.8. TURN POINTS

1. The waypoints and airspace files related to the site where the next stage will take place will be supplied by the organization.

At the subscri ´ ption, It ´ ll be offered the option to handle the flight instrument to the score committee so they can upload the files. For this, the pilot should provide a clean flight instrument with no previous turnpoints, or routes.

2. It may be provided visual reference queues along the task track. However the turnpoint considered for completion of the tasks will allways be at the supplied turnpoint coordinates.

3.8.1. CROSSING THE TURNPOINT

1. For a turnpoint to be considered validely crossed, the tracklog must show at list 1 point inside the turnpoint cylinder or a track between 2 points appart no more than 30 seconds inside the cylinder.

2. The standard turnpoint radius is 400 meters. This radius can be changed by the task director and informed at briefing accordingly.

3.9. GOAL AND ENG OF SPEED SECTION

1. A cylinder from 2 kilometers up to 5 kilometers radius, centered at goal will be used to mark the end of the speed section. Inside a 400 meter radius cylinder will be used as effective goal. A virtual line can also be used as goal, in this case it ´ ll be 200 m in length, centered at the goal coordinates, perpendicular to the last leg of the track.

2. In case of necessity the above mentioned radius for end of speed section and goal may be altered and declared at the briefing accordingly.

3. The tracklog is the sole evidence accepted for the completion of the task. There will be no task director at landing or goal to mark the pilot's task.
4. For full scoring the pilots must enter the goal cylinder or cross the virtual finish line.
5. Those who don't cross the virtual finish line or enter the goal cylinder will score only distance and leading points.

3.10. TASK DEADLINE

1. If necessary, the task director will set up a deadline for the task to end. This will be informed at briefing.
2. In case of task deadline, the pilots still flying will score as stated on chapter 3.7.1 of this rule book. Their position will be as recorded in their instrument at the time of the deadline.
3. If no deadline time is declared at briefing, it'll be considered as the time of sunset. In this case there will be no height bonus for the pilots still in the air. According to international VFR rules by sunset all pilots should be landed. Pilots in the air after this time will score 0 points for the task.

3.11 ROGALLO CATEGORY

1. Rogallo category will have only a flight time task. The task time length is determined by the task director at briefing. The time considered for scoring will use the pilot's tracklog where the speed is higher than 5km/h for the first time and the time where the speed is less than 5km/h for the last time.
2. The task director can set optional turnpoints around the landing area. A pilot will score a 100 points for each turnpoint he hits. There will be a maximum of 3 optional turnpoints on Rogallo tasks.

4. COMPLAINTS PROTESTS AND APPEALS

1. Any pilot who feels been harmed by other pilots or the rules in force, may formalize a complaint or even protest.
2. Complaints, protests and the resulting decisions will be disclosed as soon as they're received. The details will be shown on the stage's information board, specially the date and time for deadline control purposes.
3. It will not be accepted complains or protests which demonstrate lack of knowledge of the day's tasks or which the flight has no GPS tracklog associated.

4.1. COMPLAINTS

1. Complaints purpose is to correct a fact or act without the need of a protest.
2. Complaints must be written and handed to the task director who will take the appropriate actions.
3. Complaints related to the rules in force can only be filed before the first task.
4. Complaints related o the day's task, task results or pilot behavior will only be accepted from 2 hours after the results disclosure until 20 minutes before the next task..

4.2 PROTESTS

1. If the plaintiff is not satisfied by the task director actions regarding the complaint he/she can file a protest. To a protest to be accepted, it must be written and pay a R\$200,00 tax in cash.
2. The protest will be judged by a Protest Comission, made of three people chosen among the members of the technical staff, members of the FPVL board of directors or experienced pilots present at the event who are not participating in the competition.
3. After the subcriptions have ended and before the first competition day, the organization committee will invite 3 pilots to form the protest comission and 3 others as reserve in case the first choices cannot attend.

4. When the protest is filed, the task director can add his opinion before the Protest Committee evaluates the subject.
5. The protest committee decision is final.
6. The protest committee can also decide to return the protest fee.

4.3. APPEAL

1. Any pilot can appeal to a decision regarding a protest.
2. The appeal must be sent in written form to the FPVL office until 7 days after the protest decision. There is a R\$200,00 fee to file the complaint.
3. The FPVL appeal committee will handle the appeal and may decide to refund the appeal fee.
4. This committee is comprised of the FPVL's chairman, hanggliding technical director and 2 other members of the technical advisory board.
5. The appeal committee will provide broad right of defense and participation to all parties involved before taking its decision.

5. PENALTIES

1. It is the competitor's responsibility to read and be aware of the rules contained in this rule book and submit to its penalties when applicable.
2. A competitor may be subject to penalties or even disqualification from the competition according to a specific violation.
3. For a situation which is not explicitly detailed in this regulation book, the task director may apply the penalties he sees fit.

5.1. REPORT BACK

1. First delay to report back: warning;
2. Recurrence or failure to report back: Loss of 100 points from the task with the pilot's highest score;
3. If the lack of report back leads to unnecessary search and rescue operations: Bear the costs of the search and rescue operation and disqualification from the competition.

5.2. TAKE OFF

2.2.1. IGNORE THE APPROPRIATE SETUP AREA OR SET UP IN THE LAUNCH CORRIDOR:

First – Warning;

Second - Loss of 200 points from the task with the pilot´s highest score;

Third – Disqualification from the task of the day;

Fourth – Disqualification from the stage.

2.2.2. TAKE-OFF AT AN UNAUTHORIZED RAMP:

First – Disqualification from the task of the day;

Second - Disqualification from the stage.

5.3. AIR TRAFFIC RULES

1. The pilot who jeopardize his safety, other competitor´s or third party safety may lose 100 points or be disqualified from the stage according the task director or safety committee discretion.

5.4. CONTROLLED AIRSPACE

1. It is mandatory to all competitors to keep a safe distance of 5 km from São João da Boa Vista airport Velocitá racetrack.

2. The restricted areas will be published in openair.txt format to be uploaded on the pilots instruments and used for scoring.

3. Pilots which the tracklog show points less then 70 meters, horizontally ou vertically, close o the border of a restricted airspace will be subject to a linear penalty that ranges from 0 to 10% of the pilots score on the task.

4. Pilots which the tracklog show points 0 up to 30 meters inside the restricted airspace will be subject to a linear penalty that ranges from 10% to 100% of the pilots score on the task.

5.5. CLOUD FLYING

1. No score for the task which the pilot is reported to fly into the clouds, recurrence may lead to disqualification.

5.6. THERMALING THE WRONG DIRECTION BEFORE START

1. A pilot reported thermaling in the wrong direction before start may score 0 points for the task and be disqualified in case of recurrence.

5.7. CBVL TRACKERS – LIVE TRACKING SYSTEM (WHEN IN USE)

1. Flight without tracking device: 10% penalty on the score of the task. In case of recurrence the pilot will be flagged as “did not launch”.

2. Not returning the tracking device at the end of the day: the pilot will not be shown at the score board until it returns the tracking device..

3. Not returning the tracking device at the end of the competition: Pay for the device as stated on the “Statement of responsibility” which all pilots sign when enrolling

5.8. DELAY TO DOWNLOAD THE TRACKLOG

Pilots who fail to download their flight at the time stated at briefing without a proper justification will receive 10% penalty on the task’s score.

5.9. UNSPORTSMANLIKE ATTITUDE

First – 100 points on the best score of the stage;

Second – Disqualification from the day’s task;

Third – Disqualification from the stage..

Note: The task director may decide to apply the highest penalty at the first unsportsmanlike attitude reported without prejudice to possible subsequent penalties applied by FPVL technical board.

5.9.1. EXTERNAL HELP

Any kind of help to locate thermals, wind direction, wind strength or aid in navigation by a pilot which is not participating in the competition is considered unsportsmanlike attitude and subject to penalties.

Obs.: External assistance in the form of wind direction and ground features to a pilots on landing procedures is allowed and considered safety help.

Note: Conveying tracking information to a pilot as means of strategic help is considered unsportsmanlike attitude and subject to penalties.

6. COMPENSATION POINTS

1. A Pilot who lands or limits his flight to help another pilot in distress will receive compensation points.
2. The task director will follow FAI guidelines and give compensation points after analysis of the circumstances, the pilot's position at the time of the landing and which results he would achieve.
3. If the event happened at the beginning of the flight or stage, the compensation may be added at the end of the stage and take into consideration the average position throughout the stage tasks..

7. CBVL TRACKERS AND SCORING CALCULATION

7.1. LIVE TRACKING CBVL

1. The organization will supply a tracking device to all competitors.
2. At each competition day all pilots should seek his tracking device from the organization. After flipping the power switch a yellow led will blink indicating it is

powered. After a minuto the same led will blink green indicanting the satelites were found and finally it ´ll blink blue indicating the device is ready to record your flight and transmit the pilot ´s position.

3. The competitor who fails to seek his tracker is subject to the penalties under the chapter 5. Penalties of this rule book.

4. The tracking device is to be placed where it can receive the satelite signal and transmit its position through 4G network. It is not recommended to place the tracking device inside the sail because it can cause problems while reading the outside atmospheric preassure.

5. Prior to take-off, each pilot can check if the tracker is working properly through the oficial event web-page.

6. The tracking device should remain powered on until its return to the organization at competition hq.

REMARKS:

1. In places where cellphone coverage is not optimal, the pilots position on the event web site freezes. Despite it, the tracking device keeps recording the pilots position and will transmit all points as soon as it regains conectivity.

2. CBVL ´s tracking device is not a replacement for the SPOT or other satelite tracking system.

ATTENTION:

1. The SOS button on the tracking devices is not usable. In case of emergency, if the pilot has a SPOT system, he should use its emergency function. In caso no SPOT or satelite tracking device is available, the emergency frequêncy should be used.

Note: The public disclosure of the flight is delayed by 5 minutes for tasks with multiple start gates. For other tasks such as elapased time, there will be a 15 minute delay for disclosure. Only the task director, safety director and scorer have access to the tracking positions on realtime and can only disclose this information to search and rescue teams in case of emergencies.

7.2. SCORING AND FINAL RESULTS

1. Proof of flight and the objectives achieved will be through CBVI tracking device or by GPS capable instrument at place and time pre-established in task briefing.
2. Those who fail to surrender the tracking equipment within the time interval established in briefing for scoring are subject to penalties stated on chapter "5. Penalties" of this rule book.
3. If the CBVL tracking device fails to log the flight, the scorer will request the pilot's instrument to download the flight data and return it soon after.
4. It is the pilot's responsibility to verify if his instrument is working properly for it will be requested in case the CBVL tracker fails.
5. For flight verification it is accepted the usage of primary and backup GPS system.
6. In no hypothesis, *Mark+Enter* will be accepted to validate a turnpoint.

7.2.1 THE SCORER

The championship will have a scorer which is responsible for downloading the logs and calculate the tasks results for each day and the final competition results. The scorer is hired by the organization is subject of approval by the league of competitors. It is not mandatory for the scorer to be present at the championship site, he or she can work remotely.

Case the scorer works remotely, the organization must provide a scoring assistant which will be responsible for distribution and recovery of the trackers and flight download from the flight instrument for the pilots where the tracking fails.

Waypoints for all the season rounds will be provided by the organization as well as instructions to upload them to the instruments.

7.3. DISTANCE FLOW

1. In case the turnpoint is not reached, for scoring purposes, it'll be considered the closest recorded position to the turnpoint the pilot has flown.
2. The pilot who takes off but fails to return the tracking device or download its flight from the instrument at the pre-established time will score the minimum distance for the day.
3. The pilot who takes off but experiences failure in all of his tracking equipments will score the minimum distance for the day.

7.4. SCORING

The scoring and validity factor for the tasks will comply with GAP system certificate, according to the rules published by FAI:

The "nominal distance" and "nominal time" parameters of the GAP formula will be fixed before each stage and will remain unchanged until the end of the stage. The values for the elite category will be higher than the sport category. This and other parameters will be defined by the task committee and be presented to the task director before the championship starts.

7.4.1 OPEN / ELITE / ASCENDENTE CATEGORIES

"percentage of pilots in Goal" : 30%;
"minimum distance" : 10 Km.

7.4.2 SPORT CATEGORY

"percentage of pilots in Goal" : 50%;
"Minimum distance" : 5 Km.

7.5. TIEBREAKING

- 1- Who made goal most times in the best position;
- 2- Higher sum of leadership points.

8. GPS

By default GPS coordinates should be on WGS84 format *hddd.ddddd*.

8.1. ACCEPTED GPS MODELS

1. It'll only be accepted GPS trackers which record the altitude component.
2. All non dedicated GPS instrument should be presented to the scorer at enrollment time to evaluate if it'll be allowed as proof of flight.

8.2. DATA VALIDITY

1. To be considered valid, the GPS tracklog should not contain any gaps bigger than 300 seconds.
2. All points must have valid date and time stamps consistent with other points.
3. It is considered consecutive points those who are not more than 30 seconds appart.

9. RANKING

1. To for the paulista ranking, up to 25% of the season score tasks may be discarded. Among those 25% are, tasks where the pilot had his worst scores or tasks which he did not participate.
2. It is mandatory for all competitors to hold a valid club, Federação Paulista or CBVL licences. Pilots not fulfilling such request will not be allowed in the competition.
3. Open category pilots will not score in any ranking.
4. The exact number of discarded tasks will be the rounded result of 25% of the total number of tasks, like the example blow:

01 or 02 valid tasks = no discard

03 to 06 valid tasks = discard one task

07 to 10 valid tasks = discard two tasks

11 to 14 valid tasks = discard three tasks

5. Ascendente, sport and rogallo category will have a ranking of their own, but will not score points to Paulista Ranking.

6. The 2023 Paulista ranking will consider only tasks held on 2023.

9.1. RANKING TIEBREAK

In case of a tie in the end of the season, the tiebreaker will be the sum of the points of the valid tasks during the season.

10. AWARDS

All categories will be awarded trophies for the first 3 positions.

Note: The pilots who end up among the first 3 and, without justification, miss the awarding ceremony will retain their points for the stage but will not be granted the award.

The pilot cannot name a representative in his absence! Any complain or protest on the matter will be evaluated by the league of hanggliding competitors.

10.1. ENROLLEMENT VALUES

Subscription values can be up to R\$300,00 (three hundred)

10.2. REVELATION PILOT

Revelation pilot of the stage might be awarded to whom show exception performance. This pilot will be chosen by voting from all competitors.

11. PAULISTA CHAMPION

The Paulista Champion title will be granted only for Elite, Ascendente and Sport categories. Only the valid tasks of the season will be used to determine the paulista champion.

12. GENERAL PROVISIONS

1. Matters not addressed in this regulation will be judged by FPVL technical director and supported by its technical committee, following FAI/CIVL sporting code section 7 and chapter 7 of CBVL.
2. Task specific matters will be judged by the task director supported by the technical committee and safety committee.
3. The organizer and as well as the volunteers working on the event disclaim any responsibility for malpractices or accidents that may occur with the pilots or caused by them to third parties.
4. The organizers may make small changes to the event if deemed necessary for the success of the stage.
5. Pilots fly at their own risk.
6. Pilots authorize the filming and photography of all their flights, training sessions and ceremonies. These images will be used for advertisement, promotion and publicity of the event only.
7. Pilots authorize the disclosure of their tracklogs.

13. METEOROLOGICAL COMMITTEE

The meteorological committee will be comprised of 5 (five) experienced pilots which are also experts in meteorology. It'll be up to them to carry out the stage based on the weather forecast.

14. THE COMPETITORS LEAGUE

The competitors league will be updated annually, formed by the top 7 pilots of the elite category and the top 3 in the sport category, based on the Paulista rank of the previous year.

PAULISTA 2023 ORGANIZERS.

Hamilton Fonte

Humberto Rio

Ricardo Campanha