



INTRODUCTION

This is an international version of the regulation of the Campeonato Capixaba de Voo Livre (CCVL), or Capixaba Free Flight Competition from Federação Capixaba de Voo Livre or Capixaba (FCVL), or Capixaba Free Flyght Federation. Capixaba means born in the State of Espírito Santo, Brazil. We hope you have fun at our event as we organize it with a lot of effort and care! Some details related only to the Capixaba Ranking and Brazilian competition were removed, as they do not influence the participation of international pilots. Therefore, if there is any divergence, the official regulation in Portuguese must be used. It was translated by Henrique Frasson, technical director of Federação Capixaba de Voo Livre on February 27, 2023.

CHAPTER I - REGISTRATION

The requirements for registration of a international pilot in the Capixaba Free Flight Championship (CCVL) are: current flight license issued by a national (CBVL or ABP) or international (FAI) entity;

Upon signing the registration form, each pilot assumes full responsibility for their flights during the event and for the consequences that may arise from them, exempting sponsors, organizers, associations, companies involved, authorities, judges and assistants from any and all liability, civil or criminal, malpractice or accident of any kind that he may suffer or cause to third parties, before, during and after training or competition events.

CHAPTER III – INFRASTRUCTURE

The entire route taken by vehicles will be signposted with indicative signs and with road conditions and access in perfect condition that allow easy and safe locomotion.

The lawn of the entire length of the ramp will be trimmed and free of branches, stones and any other obstacle that prevents the safe check and inflation of the canopies.

The take-off and equipment check area will be properly separated and protected from access by tourists and visitors, with access restricted only to pilots registered for the event.

Shelter tents for protection and rest will be available to the pilots and technical team of the event.

Presence of a rescue and rescue team on the take-off ramp, equipped with appropriate equipment, including for rescuing pilots in places of difficult access.

Will be offered Vehicles for the transport of pilots and equipment to the take-off.

HQ in easily accessible location.

Two radio frequencies will be established for the competition: emergency and rescue. The emergency and rescue frequencies, as well as any emergency phone numbers, will appear on the task board and be informed in the daily briefings.



Event t-shirt will be distributed to each rider enrolled in the event.

CHAPTER IV - SAFETY RULES

It is mandatory to use a hard helmet, reserve parachute and radio on the event frequency to participate in this event.

Is the responsibility of every pilot to fly in a manner that maintains the safety of himself and others. The General Judge may penalize competitors who do not observe this rule.

Any injury and/or ingestion of medication that may affect the pilot's takeoff, flight or landing must be communicated to the Championship General Judge, who has the power to exclude from the competition anyone who is not in a position to do so.

Drug consumption is prohibited. Taking off under the influence of drugs will be punished with the expulsion of the pilot from the championship.

Riders who do not present an adequate technical level, putting themselves and other riders at risk, may be excluded from the championship by the General Judge of the Championship.

All competitors must obey the air traffic rules in force in Brazil. The General Judge of the Championship may penalize competitors who do not observe the rules.

A paraglider arriving at a thermal must turn in the same direction as the paragliders already in it, regardless of their height. The direction of rotation of the first thermal until the start gate opens will be informed daily in the briefing, and must be obeyed by all pilots. By default, on even days the direction will be clockwise (right) and on odd days, counterclockwise (left). For safety reasons, the General Judge of the Championship must inform in the briefing of each race the obligatory direction of turn in the thermals.

The General Judge of the Championship must carry out a safety briefing on the particularities of the place, expected weather conditions, etc. This briefing may also take place during the event, duly notified to all pilots when the day's flight is downloaded, this briefing being scheduled for the following day at a specific time and place.

Performing acrobatics is strictly prohibited. If the pilot disrespects this, he will suffer penalties.

Flying in clouds is strictly prohibited. This is characterized when the pilot or any part of his equipment disappears from the sight of nearby pilots. The pilot who does so will suffer penalties, even if it has demonstrated the non-intention of entering the cloud. As an argument for protest, the pilot who feels harmed can write down the coordinates of the place of the occurrence through a GPS, so that this coordinate can be used for verification.

The pilot may only carry expendable ballast, in the form of water or fine sand. A pilot must avoid jettisoning ballast at any time where it could affect other competitors or the general public. Paragraph One – The pilot's total weight, including clothing, ballast, equipment, etc., cannot exceed the approved weight for the sail, with a tolerance of +/- 2 kg. The pilot who disrespects this requirement will be subject to the penalties.



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The pilot who flies a 'two-line' type sail must obligatorily fly with two reserve parachutes and with harnesses approved with a system to use 02 reserves, with accessible controls for both hands.

Any serious damage to equipment must be reported to the organizers without delay, and the equipment can then be repaired. Any replacements must strictly conform to the original specifications. The Head Judge may allow the equipment to be replaced (temporarily or permanently) in the event of damage, loss or theft, which may be replaced by: A paraglider of the same make and model as the original; b) A paraglider of equal or lower performance, of the same class or of a lower class.

The pilot is responsible for reporting back to the rescue coordinator after landing, preferably by radio (rescue frequency), or by any means disclosed in the briefing. Failure to do so may result in penalties.

CHAPTER V - THE JUDGE

It is incumbent upon the General Judge:

- a) On the day before of the 1st task, do a briefing about the organization, the times of ascent to the ramp, registrations, distribution of KIT and other information relevant to the event;
- b) Carry out a safety briefing;
- c) Suspend the task before any competitor has taken off if the condition proves to be dangerous, being able to start it if deemed convenient;
- e) Interrupting a race after the take-off of one or more pilots in emergency cases where the continuation of the race would implicate no safety of the competitors;
- f) Temporarily close the window;
- g) Publicize through the sound system and through the bulletin board the opening and closing times of windows, start gate, as well as other important information pertinent to the task of the day;
- h) Inform the direction of rotation in the first thermal of the day, turning to the right on even days and turning to the left on odd days.

CHAPTER VI - THE COMMISSIONS

3 (three) committees will be constituted, namely:

- a) Task Committee: will be created by the General Judge and will be composed of 3 to 5 experienced pilots with knowledge of the place. One of them must be in the Sport category. This commission will have the task of formulating the tasks and suggesting them to the General Judge of the championship, who will give the final word on each task of the day.



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b) Judging Committee: will be created by the General Judge and will be composed of 3 pilots with good experience in larger competitions. This committee will judge any issues that are not provided for in this regulation, in addition to protests and appeals, when necessary.

c) Inspection Committee: will be created by the FCVL (free flight federation of Espírito Santo) and will be formed by up to 3 members of the Federation board who are present at the championship, or by representatives appointed by the board. This committee will monitor compliance with this regulation during the championship.

CHAPTER VII - MODALITIES AND CATEGORIES

In all modalities and categories, only pilots who comply at least level 2 and which have GPS for recording flights and other adequate and necessary equipment, can participate.

The organizer of the championship may offer level 1 pilots a competition separate from the main event, with tasks compatible with the level of the pilots, in flight conditions compatible with the level of the pilots, with subsequent takeoff windows to the windows of the main races, with written authorization from an approved instructor for each pilot, and obtaining authorization is the responsibility of each pilot.

The CCVL is divided into two modalities, these being Hang Gliding and Paragliding.

The hang gliding modality does not have different categories and is made up of all hang gliding pilots. The Hang Gliding modality may be discarded from the championship if the number of entries is less than three pilots. In this case, the registration fee will be refunded to the registrants.

The paragliding modality is divided into three categories, namely:

- LITE category, only for level 2 paragliding pilots, who compete with homologated sails up to EN-B or DHV 1-2, who were not among the top 3 placed in their categories (annual result) in previous years.
- SPORT category, for paragliding pilots who compete with homologated sails up to EN-C or DHV 2.
- OPEN category, all paragliding pilots registered in the championship.

The championship will follow the FAI decision for 2014, where only homologated sails will be allowed. All sails that have been adapted by factories to meet the standards of the "CCC" category, must be updated to compete. Those who do not have this update will not be able to compete. Except for the exceptions of sails that were not required by the FAI to make such corrections, as detailed on the FAI website, link: <https://www.fai.org/civil-documents>

When registering for competition, the pilot will be automatically classified in one of the categories. For this, the pilot must inform his sailing, his level, and if he has already been among the top 3 in the annual final result of any state championship in previous years.



If the pilot lies or omits information regarding any of the requirements of this article, he will be subject to the penalties.

Paragliding sail changes in the same stage may only be made for sails of the same or lower category, and even then, only for safety reasons. Sailing changes will not result in category change.

CHAPTER VIII - CHECKING THE PILOT AND EQUIPMENT

The committees may at any time request the inspection of a pilot's equipment. Each pilot, when requested, must present to this commission the technical documents of his equipment. Items that may be checked according to criteria adopted by the FAI/PWC:

- a) The sail must be homologated in the EN or DHV standard, and there can be no modifications in the homologated structures (rods, trimmers, throttle system, length of the lines, etc.);
- b) Harnesses and their impact protectors must be certified in the LTF 09 or EN1651:2017 standard;
- c) Helmets must be certified in one of the following standards: EN966, EN1077 A and B, ASTM 2040 or SNEL RS98;
- d) Reserve parachutes must be homologated and in conditions of use as defined by the manufacturers. Sole paragraph - It is the sole and exclusive responsibility of the pilot to ensure that his equipment is within the norms and conditions required in this regulation.

Your weight will be noted on the registration form of each pilot. This will serve as a basis for the judge to check and verify if the pilot complies with this regulation. The committees will be able to carry out conferences of the declared weights of any driver at any time of the championship.

CHAPTER IX - SCORING

The score of the paragliding pilots will be based on the relative performance of all registered paragliding pilots, regardless of category. The hang glider pilots' points will be based on the relative performance of all registered hang glider pilots. The PWC2019 formula or higher (if available) will be used, with 1000 points based on the distance traveled by the first driver, where points are counted for distance, points for time, points for leadership and points for finishing position.

Pilots who do not show up for the day's flight schedule, at the time determined by the task, will have their flight computed with a zero score, except in cases where the delay is due to rescue problems and justified to the General Judge.

There will be no discard parameter in the competition. FTV parameter of the PWC2019 formula in will be null (0%).



The parameters used in the PWC2019 formula will be the same for all days of the competition. These parameters are: Nominal launch, Nominal distance, Minimum distance, Nominal goal, Nominal time, GPS map datum, Radius Tolerance, Offset from UTC (Brazil -3).

CHAPTER X – TASKS

Proof of flights and tasks performed will be done exclusively by GPS tracklog.

The tasks will be determined by the Task Committee and will be announced by the General Judge.

The take-off system will be the TAKE-OFF WINDOW, WITH START GATE (Start Gate) and must comply with the following criteria:

- a) The window cannot be declared open before the end of the general briefing;
- b) A window can only be opened by the General Judge of the competition in conditions assessed as safe;
- c) In order for the task to be validated, the window must remain open for at least 30 (thirty) minutes;
- d) The start gate must be opened at least 30 (thirty) minutes after opening the window.

By default, a cylinder with a radius of 2000 meters will be used for the end of speed section, and the cylinder of the last waypoint or virtual lane will be adopted as the goal following, by default, a radius of 400m for the cylinder or 200m for the virtual lane. The waypoint radius can be changed daily by the task committee.

There will be no landing or goal judges, and entry into the virtual cylinder will only be confirmed through the GPS tracklog.

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

The pilots must enter the cylinder of the last waypoint (goal). The one who doesn't cross the radius of the pre-established goal will lose all his time points.

For the situation where no pilot reaches the radius of the goal, but at least one pilot reaches the radius of the End Of Speed Section, no penalty will be applied. The End Of Speed Section radius automatically becomes the goal radius.

If necessary, a time limit for the end of the day's race may be stipulated. If the task time reaches the stipulated deadline, the calculation will be made by applying the validation factors.

If at least one pilot has reached the goal, or at least 30 min of race has been flown after opening the start gate, the task will be validated and its score will be calculated by checking the race's tracklog up to 5 minutes before the interruption. (eg if the interruption occurred at 14:55 hs, the race will be calculated with the interruption time at 14:50 hs).



CHAPTER XI - TAKEOFF

Before opening the takeoff window, the organization will release the takeoff site for pilots already connected to their equipment. The Judges will organize the take-offs.

It is forbidden to land on the ramp on competition days, regardless of the time of day, except for safety reasons, with authorization from the Judge of the competition. The competing pilot who disrespects this rule will be excluded from the championship.

It is prohibited, throughout the days of the event and even outside the competition window, the take-off of students or pilots who do not prove their regularity to the requirements of the championship. Exceptions can only be released by the General Judge.

There is no limit to the number of takeoff attempts, but each competitor can only make one flight per event and the takeoff must take place during the duration of the window, so that the flight can be considered valid.

For safety reasons, a pilot may ask the Judge for permission to land to remedy the safety problem and, after that, take off again. It is recommended to wait for the Judge's authorization before landing. The pilot is responsible for returning to the new take-off location.

The Judge will inform the take-off order.

For security reasons, the Judge may close the window. The window opening time will then be extended by the time it was closed, without exceeding the 30-minute extension time limit.

CHAPTER XII - PENALTIES AND PUNISHMENTS

The General Judge will have the sovereign power to penalize any pilot without the need for protest.

The pilot who lies about the level, type of sail and/or any information that influences his category and or his safety and that of third parties, he will lose all points and prizes of the competition and will be expelled from the that year's championship.

If the GPS and/or flight data delivered show any type of tracklog manipulation or any type of fraud, the same will lose all points and awards.

The pilot who lands and takes off during the race will lose the day's points. In case of recurrence, all points and prizes of the competition will be lost.

The pilot is obliged to carry out the report back (landing). The first delay in carrying out the report back: Warning; Recurrence or failure to report back: Loss of 100 points from the pilot's best score in the competition; Paragraph Three – Failure to carry out a report back that motivates unnecessary search and rescue operations will forfeit all points, awards and the right to compete.

A pilot who puts his own safety and/or that of third parties at risk, may lose up to 50% of his points from his best score in the competition, and/or be expelled from the competition. The



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pilot who flies in clouds will have his points for the day reset. It is up to the judging commission to define the punishment, together with the General Judge.

The pilot who is outside the weight range referring to the homologation of his equipment, with a tolerance of up to +/- 2 kg, will be eliminated from the day's race.

A pilot who modifies his equipment (sail, lines and risers) in any way, with the exception of the size of the main brake line, will be eliminated from the competition, losing all his stage points and the prize.

Pilots are obliged to sign the attendance list every day before taking off. Those who fail to sign the attendance list before taking off will be automatically penalized by the General Judge, the first occurrence being a warning at the briefing the following day. The second occurrence is the loss of 10% of points from the pilot's best score in the competition. From the third occurrence onwards, your points will be reset.

The pilot is required to attend safety briefings. Those who do not attend, the first occurrence will result in the loss of 10% of points from the pilot's best score in the competition.

It is up to the pilot to maintain unassailable personal conduct and ensure the maintenance of the integrity of the competition. Any attitude, by any of the pilots entered in the competition, that are not contemplated in this regulation and are considered by the General Judge as unsportsmanlike will be judged by the General Judge together with the judging commission.

In case of fights between pilots that generate physical aggression, and/or deprecation of any nature, and/or degradation of the FCVL name, the pilots will be expelled and will lose all their points.

CHAPTER XIII – PROTESTS

The protests will be judged by the Judging Committee appointed by the General Judge of the competition.

Pilots who deem that they have been harmed by other pilots, as well as by the current regulation, may present their protests to the judging commission, upon payment of R\$ 150.00 in cash, within a maximum period of 30 (thirty) minutes after the disclosure of the result of the last day of the task, or 02 (two) hours after the announcement of the result of the other days.

If the protest is accepted, the protest fee will be refunded to the rider. If rejected, the fee will not be refunded.

It is considered valid result, only the result that is posted on the bulletin board and results of the competition. Provisional results published on the internet, websites, lists, etc., will not be considered definitive and cannot be taken as a time basis for protests.

The members of the judging committee cannot be directly involved in the protest to be judged. In case there is any member of the judging commission involved in the protest, a new commission member must be appointed by the General Judge of the Stage.



CHAPTER XIV - THE USE OF THE GPS

Competition will use flight realtime tracks, provided by the competition staff as a main GPS recording for the tasks. But if the main GPS fails, the organization of the event cannot be held responsible, being mandatory the use of its own GPS as a secondary recording.

Only GPS models that record the altitude component in the tracklog will be accepted, such as Garmin, Compass, Aircotec, Brauniger, Logger, Loggit, Tracklogger, Mlr, Compeo, Flytec, Digifly and Flymaster devices. Art. 099 Pilots with Garmin, Compass, Brauniger, Mlr, Flytec, Flymaster and Aircotec GPS do not need to bring their communication cables. Pilots who have other models must bring their cables when booking their flight.

Any other models must be previously presented to the competition scorer at the time of registration, who may or may not allow their use for proof of flight.

To be considered valid, the GPS tracklog must meet the following conditions: a) It must contain the complete course of the pilot in the race, without interruptions longer than 900 seconds; b) The pilot must clear the tracklog every day on the Garmin and Mlr GPS models before taking off; c) All points must have a valid date and time stamp consistent with the other points. Continuous points are those that are no more than 30 seconds apart from their predecessor. d) Not present any type of "track log manipulation and any type of fraud", which will result in the penalties.

The tracklog must show, for each waypoint and for the start gate, at least one point within these cylinders.

The distance calculation for the tests observes the new FAI (International Aeronautical Federation) guidelines that establish: Test distance is the shortest path between the takeoff and the goal, considering that it is tangent to the rays of the other pylons of the tests.

The pilot must deliver his GPS without waypoints (private or from previous competitions) for insertion of the pilot's identification and the official waypoints of the competition.

CHAPTER XV - THE ORGANIZATION OF THE COMPETITIONS

The competition will be organized by clubs and associations affiliated to the Capixaba de Voo Livre Federation, always with the consent of the affiliate responsible for the flight site that will host the competitions.

CHAPTER XVI – AWARDS

The awards is mandatory and will be provided by the organizer, and will be made up to the 5th place in each modality and category with trophies.

The awards will be cumulative in different categories.



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Rewarding the other placements and/or providing, in addition to the mandatory trophies, other types of awards is the choice of the organizer according to the possibilities of the event and according to its funds, with no appeal in this regard.

CHAPTER XVII - THE TIE-BREAKER

Tiebreaker Criteria

1st Criterion: The tiebreaker will be in his favor, the pilot who has won at least 01 race of the competition;

2nd Criterion: If the tie remains, the tiebreaker will be in favor, the rider who won the race with the longest distance in the competition;

3rd Criterion: In case of races of the same distance, the rider who won the race in the shortest time will have the tiebreaker in his favour.

CHAPTER XVIII - MISCELLANEOUS REQUIREMENTS

Participants expressly authorize the filming and photography of all their flights, including training sessions and related ceremonies (ceremonies, celebrations, etc.) and the use of these images, whether static or kinetic, including their own image and that of their collaborators, for advertising, promotion or exclusive publicity of the event, through print media (newspapers, posters, billboards, etc.), electronic media (video, cinema, television, etc.) and whatever else exists, being authorized and fully paid for creation of all publicity pieces related to the event and their subsequent placement.

Omissions of a technical nature in the competition will be assessed and defined by the Judging Committee and General Judge of the competition.

Other omissions will be discussed by the boards of FCVL and affiliates.

Translated by Henrique Frasson, technical director of Federação Capixaba de Voo Livre on February 27, 2023.