



RULES

ENGLISH VERSION:

1. REGISTRATION

1.1 - Date

From the 04th of February 2023

1.2 - Pilots Kit

Registered riders will receive an Event T-shirt kit.

1.3 - Accreditation

Friday (Feb, 03): 7pm 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 02/01/2023 will automatically be released to the waiting list. The vacancies destined to foreigners will be guaranteed until 02th of February, 2023. 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.



RULES

2.5 - Security

Rescue, Fire and Ambulance Coordinator.

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 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.

3.2 - 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 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.

3.2.2 - 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 - 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.

3.2.5 - 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.

3.2.6 - 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.-
Protest



RULES

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 reais).

3.3 - Tasks

3.3.1 - Male and Female

3.3.1.1 Task Validity

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

3.3.1.2 - 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.

3.3.1.3 - 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.

3.3.1.4 - 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 whistlers.

3.3.1.5 - Distance

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

3.3.1.6 - Flight Evidence and Objectives

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

3.3.1.7 - 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.

3.3.1.8 - Waypoints

To prove that the pilot has completed a waypoint, his GPS tracklog must show at least one



RULES

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.

3.3.1.9 - 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.

3.3.1.10 - 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 R1.0** (or higher if meeting the most current Formula).

3.3.1.11 – Height: GPS or Barometric

We will use GPS height.

3.3.1.12 – Air Space

3.3.1.13 - 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-civil-website?fbclid=IwAR1pEG1C-hEciTAJxamKCevD6mrlZUIInrzZDhk-sslmW46_d7i-



RULES

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 goal, who comes first.

There being no goal, who does the longest distance.

5. PRIZE GIVING

5.1 – First Stage Copa Rio – Rio Bonito: Category Open, Sport and Start

5.2 - Discard

There is no discard for the competition, and the result is formed by the sum of the points obtained in the valid tasks, ie, 0% FTV and no task discards.

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

Each state has its own rules as it governs each Federation, so please read the rules of your Federation if you are co-participating in this event..

6. GENERAL PROVISIONS

6.1. Upon registration, riders may have checked and requested information regarding EN / DHV (classification) of the equipment.

6.2. During race days, non-registered pilots will only be able to take off 30 minutes before or shortly after the competition window closes (something like taking off until 11:40 am or after 1:30 pm). Pilots who wish to register as “windsocks” should look for the Race Director. Only 10 (ten) “windsock” pilots will be registered per day.

6.3. Flight scheduling is required on a daily basis, regardless of placement, success, or result obtained by the pilot during the competition day. Failure to book will result in a penalty / loss of 20% of points to the final result of the competition.

6.4. The Organization reserves the right to exclude any participant who is interfering with the smooth running of the competition.

6.5. The flight schedule is informed on the test board as well as the test of the day. It is the responsibility of the rider to become aware of possible changes that may occur on competition days. Do not be fooled by information from others. The correct information is the information



RULES

on the task board.

6.6. If it proves that a driver has loaned, ceded or left an unregistered driver with his identification badge in order to circumvent the inspection, he loses 20% of points to the final result of the competition.

6.7. It is mandatory to use the identification sticker (numeral) on the helmet, which is the credential for access to the takeoff area.

6.8. Daily, only delete your tracklog after the results are officially released, and before the next task of the day begins.

6.9. From the first day of valid task 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 task, the criterion of choice for takeoff preference will be 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 takeoff area through the access portal, giving their registration number. Failure to comply with this rule will be considered serious misconduct, resulting in the loss of points obtained on the respective day of inflation.

6.11. It is the responsibility of the pilot to be aware of any change in tasks, be it route and / or schedule. If changed, it will be done on the Task Board and the competition sound system.

6.12. Registration Transfer (ownership) is permitted through sale, donation or any trade.

6.13. You will not be able to file a protest and / or serve as a pilot witness (s) whose GPS does not have in your records the altitude history in flight, reason for the protest. The pilot must request the form from the organization, filling it with data proving his presence in the area of the infraction, object of his protest as: Waypoints (Mark) of the place, digital photo, film, among others.

6.14. Participants must respect the times established in these rules to ensure the smooth running of the work.

6.15. The task can be canceled due to rain, and or cold front, without the need for athletes / team to move the ramp.

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

6.17. For safety reasons, all pilots should fly with the radio at the frequency of the organization.

6.18. The reference name of each waypoint does not faithfully match the position / location of the geographic coordinate, so the pilot should follow the geographic coordinate and not the coordinate reference object.

6.19. There will be no second date for the event in case of postponement.

6.20. A pilot who is serving an administrative penalty imposed by the host club and/or CBVL/FAI is prevented from participating

6.21. In case of postponement of the stage, the Organization reserves the right to reschedule the event immediately after the postponement is announced, and it is up to those prescribed to maintain or withdraw from participation, with their vacancy being maintained or transferred, applying the rules of item 1.3 of this regulation.

6.22. If the pilot qualifies for more than one cash and trophy award, he will only be entitled to the award of his flight category.