

1 General information

The Goiás Federation, in partnership with Cia do Vento, promote the CICO – Circuito Centro Oeste de Paragliding, to spread the sport in the States of GO, TO and DF, promoting the exchange of experiences and friendship between pilots and visiting pilots from other States as well .

The choice of the place and date of the events is up to the Federation and the clubs of the State.

It will be up to the organization of each stage to publish a program containing the dates for registration, fees to be charged for registration, schedule and also a local regulation containing additional rules (if necessary). These documents must be sent to the Federation at least fifteen days in advance.

Calendar was agreed as follows:

- 1st Stage – Jandaia/GO – April 20th to 23rd, 2023;
- 2nd Stage – Formosa/GO – 07 and 11 June 2023.

Note: There is no minimum number of tests taken for the reserve date to be used. It can only be used if there has been an early cancellation of a previous stage, issued by a collegiate decision that integrates FeGVL management, FeGVL Technical Paragliding management and the organizing Club management, when the weather forecast shows rain on all days of competitions, making it impossible to realization of the event. When more than one stage is canceled in advance, for the reasons mentioned in the previous paragraph, and interested in hosting your event on a reserved date, it will be chosen through election, by individual vote of the first 20 pilots of the current Ranking of the Open category.

Registration for the CICO stages must be done electronically through the CICO website (www.cicoparapente.esp.br), and it is mandatory to participate in the ranking of the Goiana Paragliding Federation the pilot has a valid CBVL sports license and CIVLID registration on the website from the FAI (<http://civlrankings.fai.org/FL.aspx?a=306>).

The registration fee for CICO is the responsibility of the Federation, with the maximum amount stipulated:

- 1st Stage – Jandaia/GO – to be defined

- 2nd Stage – Formosa/GO – to be defined

1.1. Obligations of the Registered Driver in the Championship

Read and be aware of all the rules contained in this regulation. It is the sole responsibility of the pilot registered in the championship to submit to the penalties contained in this regulation. If any of the previously determined rules and guidelines below are not respected, or even for a situation or case, which is not explicitly determined in the regulation, the general judge has the power to apply or frame the penalty he deems appropriate.

Participants expressly authorize that the filming and photographs of all their flights, including training and events related to the event (ceremonies, celebrations, etc.) and the use of these images, whether static or emetic, 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 publication.

1.1.1 Be duly accredited to the CBVL

It is valid and mandatory that the pilot to participate in the CICO, is duly registered and in compliance with the local Federation (FeGVL), as well as with the Brazilian Confederation of Free Flight (CBVL). The pilot must carry his flight license (physical or digital) at the time of registration, as already determined in the item Erro! Reference source not found. No pilot justification will be accepted claiming ignorance of this mandatory item as a competitor.

1.1.2 Use of Live-Tracker

Not applicable

1.1.3 Aerosport pilot certificate

Mandatory for Brazilian pilots to carry a valid aerosport pilot certificate, according to RBAC103 (PROVA ANAC).

1.2. local rules

If local rules need to be applied by the stage organizers, these must be informed to the technical board of the FeGVL federation for approval, one month before the start of the event, so that the new rules can be made available on the event website.

1.3. official language

The official language of the CICO stages will be Portuguese.

1.4. Paragliding Technical Board

The presence of the federation's paragliding technical director (FeGVL), or a person delegated by it, is mandatory during the entire event. This person will be present and will have the decision-making power for matters that may be presented to him, not needing to go to the internal board of directors after the championship. He should resolve issues at the event.

1.5. Stage HQ

It should preferably be in the same place, where all the information related to the competition should be included, such as schedule and meteorological forecast, etc. The organization may change the location of the HQ and this change must be announced in the briefing.

1.6. Transport to the ramp

The places and departure times of vehicles transporting pilots and equipment, if any, will be informed in the event schedule on the website.

The pilot must strictly comply with the time and place of departure of the vehicles, which will be informed by the organization of the event on the official website of the competition within 3 days before the start of the championship.

The pilot must facilitate the rescue action, quickly folding his equipment after landing, heading to the main roads and/or points along the course of the race indicated in the daily briefing.

During the competition, official transports and rescues can only be used by registered pilots. Identification must be presented for access.

1.7. Take-off

It is mandatory to be registered in the competition to enter the take-off area. Non-registered pilots will not be able to access the takeoff ramp and will only be able to take off after the end of the competition takeoff window with authorization from the general judge.

1.7.1 Takeoff system

If necessary, the competition organizers may use the take-off priority method, where all pilots will enter the take-off access gate in a row ordered according to the last valid ranking. Obeying the order of the first 10, 20, 30, and so on. To each group, one by one if necessary.

They will have preference to take off (without transfer in case of overlapping): In the first race of the year, the top 10 placed in the CICO of the previous year. In the other races, the first 3

pilots in the general ranking of each category and the first 3 of each category of the partial result of the stage, calculated at each race.

1.7.2 Time for takeoffs and attempts

All pilots must be able to perform a safe and controlled takeoff. If the pilot fails to take off in a reasonable time, he may be withdrawn from the takeoff by the General Judge or the

Takeoff, which will give another pilot the opportunity to take off. By default, the time will be 1 minute per competitor and/or 2 (two) attempts, which may be changed by the Competition Commission and informed in the daily briefing.

1.7.3 Windsocks

Windssock pilots will be chosen by the technical team of the stage, they must be pilots with proven experience in the place, and they must be ready to take off before the opening of the takeoff window when the General Judge determines. Crazy pilots cannot provide voluntary help to competitors for reasons of guaranteeing equality between competitors.

1.8. landing

Landings and takeoffs during the race are strictly prohibited. If there is proof of this fact, the pilot will be excluded from the event. Shortly after take-off, the pilot who notices any problem or breakdown in his equipment, may land, even on the ramp itself, after communication by the emergency frequency and authorized by the General Judge.

The authorization for a new take-off must be evaluated by the General Judge, who will be based on facts and evidence of the need for the landing. The priority will always be the safety of the pilots, remembering that a pilot at risk cannot try to guarantee his own safety at the expense of the safety of others.

All pilots must fold their gliders immediately after landing. An open paraglider is, by convention, defined as a request for help from the pilot.

1.8.1 Mandatory Report Back

It is mandatory to report the pilot's position by means indicated by the race briefing within a maximum of 30 (thirty) minutes after landing. If you are unable to communicate by radio, the pilot must communicate his position by other devices previously informed in the day's briefing, such as SMS messages, organization telephone, rescue list, or at the competition HQ immediately after arriving in the city. See chapter 6, referring to penalties.

In case of unnecessary search and rescue operations by pilots who do not report their positions, they may be punished with exclusion from the competition.

The pilot may be penalized if he does not use the indicated means, takes too long or is late to report back.

1.9. Security Briefing

Not applicable.

1.10. Daily Briefings

A briefing must be held daily by the race director, at which time there must be a notice board on the ramp with details of the day's race, parameters for its validation and information on times and places for flight bookings. It is the sole responsibility of the pilot to know it. A minimum time of 10 minutes between the end of the briefing and the opening of the window must be obeyed.

Participation in this briefing is mandatory for all pilots. To avoid stress and ensure good and fair preparation for all riders, the race of the day must be submitted as soon as possible.

The race briefing must contain, at a minimum, in this order:

- Relevant information about the previous day (protests, incidents, infractions);
- Winners of the previous day's race;
- Weather forecasts for the day (winds at different altitudes, predicted cloud base and cover, thermal potential, day quality, forecast for the next few days, etc);
- Important information about the day's race (waypoints, restricted airspace (if any), bad landing areas, rescue roads, etc);
- Configurations of the race of the day (pylons, radius, times, type of goal, race distance, means of reporting back, direction of rotation in the thermal before the start).

1.11. Rest time

A minimum rest time of 8 hours must be fulfilled by at least 90% of the Riders after the race and transport to the next day's race.

1.12. External help to competitors

Any kind of help in locating thermals, wind direction and intensity during the race and navigation in general, by pilots who are not participating in the competition, is extremely prohibited, and the benefited pilot may be punished by the organization. The "crazy" pilots must land as soon as possible, as soon as the start of the test is initiated.

1.13. Equipment Check

Only homologated sails will be able to participate in the championship and each paraglider must be flown within the limitations of its homologation and those published by the manufacturer, using the same pattern of components used on the first day. Any modifications to the paraglider that take it out of its homologation are not allowed.

At each stage of the Gaucho Paragliding Championship, the general judge may elect a technical commission composed of 03 pilots to inspect the pilots' equipment at random.

Note: It is the sole and exclusive responsibility of the pilot to check and make sure that his equipment is within the norms and conditions required in this regulation.

If you do not meet all these requirements, the pilot may be prevented from taking off and be penalized.

Note: It is the sole and exclusive responsibility of the pilot to verify and make sure that his equipment is within the norms and conditions required in this regulation; Items that can be checked:

1.13.1 Accelerator

There can be no modifications to the accelerator system;

1.13.2 Candle

No modifications can be made to the homologated structures along with the sail assembly, that is: risers, trimmers, etc., except in the length of the main brake line. If the pilot wishes to change paragliders outside the established standards in case of damage, he must request, in writing, to the General Judge, the day before he intends to fly with the new equipment, and must wait for the publication of the formal response, and, regardless of the new paraglider chosen, the competitor will always be classified in the highest category among the equipment flown in that stage.

1.13.3 Weight

The pilot must fly within the weight limits of the equipment;

1.13.4 Helmets

All pilots must wear helmets approved by EN966 (HPG), EN1077-A and –B (Snow Sports), ASTM 2040 (Snow Sports) or Snell RS-98 standards during the entire flight, as provided in <http://www.fai.org/page/helmets-paragliding>.

1.13.5 Harvests

Harnesses must be approved in accordance with FAI regulations (<http://www.fai.org/civil-sport/safety/161-civil/31644-paraglidingharnesses-and-back-protectors>).

1.13.6 Reserve parachute

All pilots must carry emergency parachutes, making sure they are within the maximum approved weight for that parachute.

It is mandatory that pilots flying a "2 lines" type paraglider use harnesses equipped with 02 reserves, with accessible controls for both hands.

1.13.7 Communication

All pilots must carry radios capable of receiving and transmitting on the safe frequency. The official frequency during the championship and the safety frequency will be announced in the day's briefing.

The use of microphones with an automatic activation function (VOX) is prohibited.

It is suggested that every pilot should carry an active cell phone on all flights, with enough battery for the whole day, and should record the phone number on their registration form, as a personal security item, and install a report back program in case required by the organization.

1.13.8 GPS

Every pilot must be equipped with at least one valid GPS receiver (see item 9) capable of recording 3D altitudes in his tracklog, being his sole responsibility to verify that it is working and that it has been configured with the correct parameters.

1.14. Reports of irregularities

If one or more competitors verify some type of irregularity in the equipment of another competitor and the same has not yet been summoned by the equipment verification committee, the complaint must be formalized to the committee in writing. Therefore, anonymous complaints will not be accepted.

1.15. Numeral

Not applicable.

1.16. Technical Team for Each Stage

It is the body that judges the protests of the pilots against the decisions of the General Judge. The Jury must be formed by 3 (three) people from the organization of the event and/or from

the Technical Board of FeGVL and who are not among the competitors. The Jury must issue its decision always based on this Norm and on the rules dictated by the normalizing bodies of the sport.

The General Judge of the Event will be chosen by the organizer of each stage, and will be responsible for the technical coordination of the competition.

He must be an experienced person, with a good understanding of sporting rules and strictly adhere to these Regulations for the stage.

He must carry out the briefing with the Drivers before each race.

He will not have to be questioned by the pilots during the competition and he will be able to apply penalty in points or to exclude competitors for conducts not in agreement with the regulations. The expense of this General Judge will be covered by the event promoter.

During the competition, if there is an accident, the judge will have to fill in a report with all possible information about what happened, including attaching witnesses who saw the accident, a model that can be used for this is attached.

2 Security

2.1. Security Committee

The formation of a Safety Commission is mandatory before the beginning of each stage of the competition.

These pilots seeing that during the test the condition appears unsafe to proceed with the competition, they report to the general judge the condition they are seeing, in 3 (three) levels of danger:

Level – 1 – condition is good;

Level – 2 – attention to some parts of the test; Level – 3 – critical situation, land immediately.

The General Judge may interrupt the race at any time. The stoppage of the race will be communicated on the emergency frequency. If two of the three report level - 3, the race director analyzes and can stop the race, communicates his decision by radio, and all pilots who

receive the stoppage message must listen, (if possible) to signal the stoppage of the race.
PROOF.

If communication between the Safety Commission riders and the General Judge cannot be established, the Safety Commission riders will have the responsibility to stop the race. If at least two commission pilots report level - 3, the race will be stopped and communicated on the emergency frequency.

The General Judge is the only one who can stop the race at any time. The stoppage of the race will be communicated on the emergency frequency by the General Judge, therefore all pilots must fly on that frequency and, when they receive the stoppage message, they must, if they master the technique, turn an ear to signal the stoppage of the race or deviate their trajectory in 90 degrees from the test line towards a safe landing. In the event that communication between the safety commission pilots and the General Judge cannot be established, the safety commission pilots assume the responsibility of stopping the race, if at least 2 commission pilots report Level - 3.

Safety conditions must be observed throughout the course of the race, while it is in progress.

2.2. Security Report

All pilots, not just those on the Safety Commission, have the responsibility to monitor flight conditions and report directly to the General Judge or Safety Coordinator when conditions become unsafe.

Objectively and to avoid confusion, this should be done using the phrases: a) Level 1 (safe)
Level 2 (requires attention) Level 3 (danger)

2.3. air traffic rules

All competitors must be familiar with and obey the norms for the use of airspace and rules of the air in force in Brazil, in particular Law 7.565/86, RBAC 103, ICA 100-3, ICA 100-12.

2.4. Controlled Airspace

Organizers must specify in their Local Regulations the controlled airspaces or other areas where flying is prohibited or restricted. Such areas must also be evidenced in the day's briefing, marked on the maps published and provided to the competitors, when uploaded, as well as in files in openair.txt format, for display on the flight instruments and verification of scores. Invasions of airspace, vertical or horizontal, will be punished according to item

5.4.8 of this Regulation.

2.5. Dangerous Behavior / Aggressive Flights

It is every pilot's responsibility to fly in a manner that maintains the personal safety of himself and others.

These aggressive flights, although subjective in some situations, can be identified by the tracklogs and must be reported by the other pilots to the General Judge by completing and signing a form provided. Therefore, anonymous complaints will not be accepted.

Any rider involved in a collision that violates the Collision Avoidance rules will automatically be held responsible for the collision.

Acts of collective aggressiveness, as in the case of a group of pilots flying directly to a pilot already established alone in a thermal, "running him over", in a way

2.8. Collision Prevention

The circuit, direction of rotation and landing standards informed in the briefing must be complied with. By default, the rotation direction is right on even days and left on odd days.

A paraglider that joins another in a thermal must rotate in the same direction already established by the one that arrived first in the thermal, regardless of the height difference.

A paraglider that joins another in a thermal at the same height must enter the thermal from the outside, and must never try to turn inside the paraglider already present in the thermal, with tighter turns.

Never fly through the middle of a thermal.

A competitor involved in a mid-air collision must not continue the flight if there is any doubt about the structural integrity of the glider.

2.9. flights in clouds

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 the penalties provided for in item 5.4 of this regulation, even if he has demonstrated his non-intention to enter the cloud. As an argument for protest, the pilot who feels harmed can write

down the coordinates of the place where the tube occurred through a "mark-enter" (storage of the current coordinate) in his GPS, so that this coordinate is used for proof.

2.10. Ballast

Pilots must comply with the weight limitations set for their glider. Weight can be measured at take-off or landing at the request of the organizers. Pilots may only carry expendable ballast in the form of fine sand or water. A pilot must avoid dropping ballast at any time or in a manner that could affect other competitors or the general public.

3 exams

3.1. types of test

3.1.1 Race to goal

Competition modality where the objective is to be the first to reach the goal. The start opening time and the route are the same for all pilots.

3.1.2 Elapsed time

Competition modality where the objective is to fly the route in the shortest possible time. The route is the same for all pilots, however the start opening time is individual. The individual time opening option, which may be the first or last entry of the pilot in the start radius, must be informed in the race briefing. Leadership points will be computed during the race.

3.2. Interruption or cancellation of the test

The race director may interrupt or cancel a race for safety reasons. In race to goal races, if at least one pilot has reached the goal, or at least 45 minutes of race has been flown after opening the start gate, the race will be interrupted and his score will be calculated by checking the race to goal tracklog. competitor 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).

In "elapsed time" tests the test will be cancelled.

The safety commission, defined by the DP (test director), will be able to assist you with regard to safety in flight.

3.3. Test change

Once a single pilot has taken off within the valid window, changes in the test will no longer be accepted.

3.4. test commission

It is mandatory to form a competition committee at the beginning of each stage of the competition. This will be formed by the first 3 pilots of the current ranking of the Open category, and the first place of the current ranking of the other categories. The tests will be formulated and presented to the race director so that he can decide which will be the test of the day.

3.5. takeoff system

It will be the "open window" and the following criteria must be met:

- The window will only be opened in conditions considered safe for takeoff;
- The General Judge will define the take-off system to be adopted, being able to choose that the take-off runs freely or use the priority system based on the general ranking of the competition, on ramps where the take-off is restricted, in accordance with item 1.7.1 of this regulation;
- It will be up to the General Judge together with the technical commission to stipulate the window opening time and the time limit for it to be closed;
- For security reasons, the Head Judge may close the window at any time. The window opening time will then be extended by the time it was closed, without exceeding the 30-minute extension time limit.

3.6. Minimum window opening time

The test of the day will only be validated if a minimum window opening time is met. This time must be calculated by multiplying the number of competitors by 1 minute (minimum time for a safe takeoff per pilot), and dividing this total by the number of simultaneous takeoffs supported by the location.

For example: in a competition with 100 pilots, on a ramp that supports 5 simultaneous takeoffs, the minimum window opening time for validation will be 20 minutes, according to the formula ($100 \times 1 / 5 = 20$ minutes). By default, 30 minutes will be used.

3.3.7. Starting gate

To validate the start of the race, the competitor must cross, after the opening time of the start gate, the limit of a cylinder with a pre-stipulated radius, centered on the coordinate informed in the briefing, in the indicated direction (leaving or entering the starting gate). To prove that the pilot was inside this cylinder, your GPS tracklog must show at least one point inside this circle. The start radius can be changed daily by the technical commission, which is always informed in the briefing of the day.

3.8. Turnpoints (pylons)

To prove that the pilot has completed a turnpoint (pylon), your GPS tracklog must show at least one point inside the turnpoint cylinder (pylon), whatever its radius. The radius of the turnpoint (pylon) can be changed daily by the technical commission. By default this radius is 400 meters.

3.9. goal

As a suggestion, a cylinder with a radius of 2,000 (one thousand) meters will be used to take the final time. This cylinder is called the end of speed section. The cylinder of the last turnpoint (pylon) or virtual track will be adopted as a goal, following by default a radius of 400 (four hundred) meters

for the cylinder or 200 (two hundred) meters for the virtual track. The radius of the turnpoint (pylon) and the goal

may be changed daily by the technical commission.

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 strip, the goal is characterized by its crossing in the direction of the test.

3.9.1 End of Speed Section

Drivers must enter the cylinder of the last turnpoint (pylon) declared as a goal. The one who doesn't cross the pre-established goal radius will lose all his time points. The penalty will only be applied if at least 01 (one) pilot reaches the radius of the last pylon (goal). Ex: For the situation where no pilot reaches the radius of the last pylon (goal), but at least one pilot reaches the radius of the End Of Speed Section, no penalty will be applied. In these cases, automatically the End Of Speed Section radius becomes the goal radius.

3.10. test deadline

If necessary, a time limit for finishing the day's race may be stipulated by the race director. If not indicated by the Head Judge, the time limit will be local sunset time. If the test time reaches the stipulated "deadline", the determination will be made by applying the validation factors described in item 3.2 of this regulation.

4 protests

In case of protests, a commission composed of 03 (three) people will be formed by the General Judge. This commission will be sovereign and will decide whether or not to execute the

protested object. To form the Protest Commission, people will be chosen among the members that make up the Technical Staff of the competition (scorer, safety coordinator, rescue coordinator, takeoff coordinator), members of the federation board and/or experienced pilots present at the event and who are not participating in 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 commission, upon payment of the protest fee in the amount of R\$ 150.00 (one hundred and fifty reais) in cash, within a maximum period of up to 20 (twenty) hours after the announcement of the official result during the stages and 1 (one) hour for the last day of the competition test. If the claimant or any event participant impacted by a claim is not satisfied with their result given by the race director, they will have the right to protest, provided that this is done in writing and accompanied by the protest fee.

The General Judge will complement the protest with his opinion and it will be judged by the Protest Commission.

This Committee will also decide on the possible refund of the protest fee.

Note: An official result is one published on the competition's official website or WhatsApp group and/or at the stage's HQ. See item 6.6.

5 Penalties and Compensation

5.1. Allowed Penalties

The Head Judge shall apply penalties for violation or non-compliance with any rule. For a situation or case that is not explicitly provided for in the regulation, the General Judge must resort to the pilots' commission formed by representatives of the CBVL, which, together with the Technical Commission of the LBCP, will have the power to classify the penalty due and thus pass it on to the general judge. so that you can take appropriate action. The severity of penalties can range from at least

a simple warning, up to a disqualification, as appropriate. Except where otherwise indicated in this regulation, penalties imposed by the Head Judge will be at his discretion and may be:

- Warning
- Operating Disadvantage
- Points Deduction. This can be a finite number of points or a percentage of the winner's score. A finite number might even be a rider's total score for that day.
- Disqualification

5.2. Application of Penalties

The General Judge must be consistent in the application of penalties, but may increase these penalties in case of recurrence of the same violation by one or more competitors. When a pilot infringes more than one rule on the same flight, and when progressive sanctions are foreseen for that infraction, the General Judge may apply more than one penalty.

5.3. Specific Penalties

When a driver has his score for the day reset to zero and that driver is the winner for the day, he must be marked absent (ABS) and listed as penalised.

5.4. Specific Penalties

5.4.1 Modifications to the paraglider

Penalty applies to the related stage, that is, all points from previous tests will be zeroed until the date of confirmation of the modification. For example, if the measurement of the sail takes place only in the second stage of the championship in the third race, and it is proven that modifications resulted in advantages for the competitor, the scores of the second stage will be zeroed from its first race to the third, and disqualification of the stage in case of recurrence.

5.4.2 Total weight

Total weight outside the certified weight range implies zero score for the day, disqualification from the stage in case of recurrence.

5.4.3 Landing on the ramp

Unauthorized landing on the ramp after opening the 100-point window, doubled for each recurrence.

5.4.4 New take-off during the race

Landing and taking off again throughout the race implies zero score for the day, disqualification of the stage in case of recurrence.

5.4.5 Flight in clouds

Score of the day zeroed, disqualification of the stage in case of recurrence.

5.4.6 Aggressive or dangerous flying

Score of the day zeroed, disqualification of the stage in case of recurrence.

5.4.7 Rotation in the thermal

Turning in the thermal to the opposite side of what was stipulated for the day until the start or what was already established by another pilot during the course of the race results in a warning and, in case of recurrence, 100 points, doubled for each new recurrence.

5.4.8 Invasion of airspace

Invasion of airspace, vertical or horizontal, implies a loss of 10 points per meter invaded up to 50m; day's score reset after 50 m.

Note: The height measurement criteria must be informed in the safety briefing for each stage, be it GPS / height AGL/MSL /QNH, and others.

5.4.9 Tracklog

No GPS tracklog or non-continuous tracklog (missing parts in the middle of the flight) means zero score for the day. The pilot who takes off and flies without downloading/sending his tracklogs will not score in the test of the day and will be considered as DNF (did not fly) that is: "did not take off".

5.4.10 Report Back

Do not carry out or take too long to carry out the report back: from warning to disqualification from the event and possible reimbursement of search and rescue costs.

- First delay in carrying out the report back: Warning;
- Recurrence or failure to report back - Loss of 300 points from the pilot's best score in the competition;

Failure to carry out a report back that motivates unnecessary search and rescue operations: Exclusion from the competition.

5.4.11 Missing Numeral

Not applicable.

5.4.12 Change of Equipment

Changing equipment during the competition outside the standards allowed in this regulation will have a penalty corresponding to 2% of the race winner's score for each day flown with the new equipment. If the Head Judge is not notified of the equipment change, scores for the day are reset.

5.4.13 Participation in the Briefing

Not applicable.

5.4.14 Attendance List

Loss of 10% of test points.

5.4.15 Behavior

Not following instructions from the technical team or the organization of the event, abusive behavior against any member of the technical team or the organization, use of VOX, etc.: penalties at the discretion of the General Judge

5.4.16 Unsportsmanlike Attitudes

An attitude of any of the pilots enrolled in the competition that is considered by the General Judge as "Unsportsmanlike", will be judged by him together with the technical commission.

The General Judge in agreement with the Drivers' Commission will have the power to penalize any driver without the need for a protest.

5.5. Compensation Points

A pilot who lands or limits his flight specifically to help an injured or allegedly injured pilot will receive compensation points.

This compensation will be evaluated by the General Judge according to the pilot's position at the time of landing or flight limitation and what results he could have obtained in the test of the day. If this evaluation is not possible, for example, if the action took place at the beginning of the race, the ranking of the pilot in the previous races (or, eventually, in the next races) will be taken into account. In any case, the pilot must not lose any classification because of his rescue action.

6.4. Punctuation

The calculation of points was performed using the FSComp 2020 R1.10 software, with a standard tolerance of 0.5% and with the PWC2019 formula,

6.5. Tie-breaker criteria for stage and competition scores In case of ties in the final classification, both for the Stage Champion and for the title of General Champion, the tie-breaker will be based on the highest number of discards, if the tie persists, the comparison is used of the best results successively.

6.6. Disclosure of Results

Result sheets should be labeled "Provisional" and "Official" as appropriate and stamped with the date and time of issue.

Interim results should be posted on the official results board and website as soon as possible. Small errors must be submitted as soon as possible to the scorer for correction. If there are no unresolved complaints or protests, result sheets must be labeled "Official" daily prior to the day's race briefing.

6.6.1 Results disclosure times

Within two hours after the completion of the GPS download, provisional results are released. Until 10:00h of the following day: disclosure of the result of the complaints submitted in writing to the General Judge.

Official results will be released after all complaints have been addressed. The maximum deadline for complaints on the last day of competition will be 30 minutes after the announcement of the provisional results.

In cases of presenting a claim or protest that require time for a decision, the organization has the right to hold an award ceremony with the provisional results.

For the purposes of counting the deadlines for submitting Complaints and Protests, the time of publication of the results in the official link for the event or printing of the results at the HQ will be used as the beginning of the counting.

7 Descartes

Discards for CICO 2023 will follow the criteria presented below:

The discard for the ranking will be calculated at each stage where 25% (twenty-five percent) will be discarded on the tests where the pilot had a greater difference in score between his score and the score of the first place.

The calculation above, Fixed Task Validity (FTV) of 25%, is done automatically by the calculation program. For more details, detailed example at:

<http://pwca.org/rules/PWCA%20Competition%20Rules%202017.pdf>

In accordance with the FAI sporting code, Section 7A, applicable to Cross Country competitions, for the awarding of the stages of the CGP 2021, discards will not be used. More details at: https://www.fai.org/sites/default/files/civl/documents/sporting_code_s7a-cross_country_2018_v2.pdf

8 Using the GPS

8.1. accepted models

Garmin, Brauniger, Flytec, Flymaster GPS models that do not need to bring their communication cables will be accepted. Pilots who have other models must bring their cables for downloading waypoints and marking the flight.

Any other models, including cell phone applications that generate a tracklog in IGC format with a digital signature, 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.

8.2. data validity

To be considered valid, the GPS tracklog must satisfy the following conditions:

- It must contain the complete course of the pilot in the test, without interruptions greater than 900 seconds;

- The pilot must clear the tracklog every day on Garmin and MLR GPS models before taking off;
- 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.
- In any type of manipulation of the tracklog or any type of fraud involving any pilot registered in the championship, the general judge is sovereign and must exclude the pilot(s) involved from the competition;

8.3. Checking Criteria

The tracklog must show, for each turnpoint (pylon) and for the startgate, at least one point inside a cylinder.

8.4. Test distance calculation

Comply with the new FAI (International Aeronautical Federation) guidelines, which establish: Race distance is the shortest path between takeoff and goal, considering that the rays of the other turnpoints (pylons) of the races are tangent.

8.5. Download waypoints and airspace

To download the waypoints and airspace of the competition, the pilot must hand in his GPS without waypoints (whether private or from previous competitions) for insertion of the pilot's identification and the official waypoints of the competition or download the link available on the website. The race committee is not responsible for the deletion of old waypoints in the pilot's GPS. It is recommended that the athlete download the official points on their instruments before the stage. It's from It is the pilot's responsibility to check that all files have been properly downloaded and installed in their flight instruments.

9 ranking

The ranking will be based on consecutive points, considering the discard formula. At the end of all the planned stages, the sum of the scores not discarded in the competition will define the CICO 2023 Champion. Only pilots federated to FedGoiasVL will be able to receive the title of CICO Champion.

The title of CICO Champion may be awarded if at least 3 (three) valid flights have been completed at the end.

10 Categories in the Competition

The CICO Championship will be divided into 5 categories:

- OPEN category: It will be formed by pilots who compete with homologated paragliders.

- SERIAL Category: It will be formed by pilots who compete with homologated paragliders with EN-D classification or lower, as long as these paragliders have less than 7 of AIR. (Aspect Ratio/Elongation).
- SPORT Category: It will be formed by pilots who compete with homologated paragliders with EN-C classification or lower.
- Category SPORT LIGHT: It will be formed by pilots who compete with homologated paragliders with EN-B classification or lower.
- FEMALE SPORT Category: It will be formed by pilots (women) who compete with homologated paragliders in all categories.

Note: the category for final placement in the championship is defined by the highest category used in the tests.

In the stages, the minimum award will be a trophy for the top 3 in each category, with the organizer of each stage being allowed to increase these awards, if they so wish.

Guarantee the first 3 places in each category, from the immediately previous stage, a 50% discount on the registration fee. For this purpose, the beneficiary pilot must pay the advance amount of 50% and the remainder will be paid by the organizing club, this incentive being non-transferable and non-cumulative. For the 1st stage of 2023, the result of the last stage of 2022 follows.

All paragliders that have been adapted by the factories to meet the standards of the "CCC" category, must be updated in order to compete. Paragliders that do not have this update will not be able to compete. The FAI definition of the CIVL Competition Class (CCC) is available at:

Paragliders permitted in FAI Category 1 Cross-Country events 2018 Edition Revision 1.9

https://www.fai.org/sites/default/files/civl/documents/ccc_paragliders_requirements_2018_v1.9.pdf

11 Championship Access Group

Not applicable.

12 Criteria for defining the state team

Not applicable.

13 Infrastructure for carrying out the steps

13.1. Technical Conditions of the Ramp and Accesses

13.1.1 Access to the ramp

If possible, the entire route taken by the vans to transport the pilots, tourists and other guests between the HQ and the ramp, must be signposted with indicative signs and with the running conditions and access in perfect condition that allow the easy and secure locomotion.

13.1.2 Lawn conditions on the take-off ramp

The lawn for the entire length of the ramp must be free of branches, stones and any other obstacle that prevents the safe check and inflation of the paragliders.

13.1.3 Partitions separating the take-off area

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

13.1.4 Shelter for drivers and race direction

It is recommended to have shelter tents available to the pilots and technical team of the event for protection and rest.

13.1.5 Cafeteria

They will be allowed as long as they observe and follow the Sanitary Surveillance laws of the host city of the stage.

13.1.6 Bathrooms

It is recommended to rent chemical toilets in the absence of toilets on the ramp.

13.1.7 Sound system

It is recommended a sound system, with a microphone, covering the entire take-off area to help with the daily briefing and during the course of the race;

13.2. Safety for Pilots and Visitors

13.2.1 Firefighters

The presence of at least two men and a support vehicle around the take-off ramp with rappelling and rescue equipment at heights is mandatory.

13.2.2 Ambulance

It is recommended the presence of an ambulance specialized in first aid near the ramp.

13.2.3 Military Police

It is not mandatory, however, the organizing team of the stage must have a memorandum registered with the military unit closest to the city of the event, alerting and informing of aero sports activities with a possible and imminent emergency activation if necessary to guarantee the safety of the participants. and tourists.

13.2.4 Rescue Helicopter

It is recommended that the organizing team of the stage must have a memorandum filed with the military air rescue unit closest to the city of the event, alerting and informing of aero sports activities with a possible and imminent emergency activation if necessary.

13.3. Vehicles for Transporting Pilots and Equipment

It is the obligation of the organizing Club of the stage to provide transport for the take-off, and rescue towards the center of the race to the Goal, and return to the place of calculation of the race.

It is mandatory and will not be allowed to transport pilots or equipment in an unsecured vehicle, it will only be done in "appropriate" vehicles for this purpose. Overcrowding will not be allowed.

13.4. HQ

It should preferably be in the same place, where all the information related to the competition should be included, such as schedule and metrological forecast, etc. the HQ must provide electricity and internet access for the verification of the evidence. The organization may change the location of the HQ and if it occurs, this change must be announced in the briefing on the day.

13.4.1 Location

An easily accessible location should be chosen, preferably in the central area of the host city of the stage. If another location is chosen, even if far from the central area, the following criteria must be observed:

13.4.2 Technical Conditions for Choosing the Location of the HQ

- Being preferably a hotel, restaurant or a house with space and facilities that allow the pilots' meals, as well as the existence of toilets;
- Space reserved for the calculation technical team, with electricity and internet access to calculate the results;

13.5. Communication

It is mandatory and the organizers must make radios and cell phones available to the technical team for support and security purposes at the event.

Frequencies and emergency numbers must be informed in advance and posted on the notice board, as well as announced every day before the start of the race in the sound service or during the briefing.

There can be at least 3 (three) frequencies available: race organization, emergency and rescue. All vehicles involved in the rescue must be equipped with mobile or fixed communication equipment.

13.6. Maps

It is recommended to provide a regional map for each pilot enrolled in the event, with a complete list of waypoints, radio frequencies, emergency numbers and reportback. Maps can be printed or electronic.

13.7. Identification Badges

Not applicable.

13.8. T-shirts

The distribution of t-shirts for the event is optional. In this case, at least one unit for each of the pilots registered in the event.

13.9. Helmet identification stickers

Not applicable.

13.10. control sheets

The use of control sheets is mandatory, which must contain a list of all registered pilots with their respective numbers and will be used in 3 different and mandatory situations listed below:

- Checkin control sheet;
- Take-off control sheet (attendance list);
- Report-back form.

13.11. evidence board

It is mandatory to have a test board in the dimensions of 1.20 x 1.00, where all the information relevant to each test of the day must be included.

13.12. Takeoff Judge

Not applicable.

13.13. General Judge

Transfer to the general judge the minimum amount of BRL 400.00 for remuneration for this activity.

13.14. calculation

Transfer to the person responsible for computing a minimum amount of R\$ 125.00 per test day.

13.15. Disclosure

You must add the logo of the Free Flight Federation of Rio Grande do Sul on all Trophies and advertising materials and means in which the stage is being publicized (banners, websites, publications, etc.). The logo must be requested from FGVL.

14 Championship Prize

The delivery of the award for the final ranking of CICO 2023 must have at least the following prizes: TROPHY to the FIRST 3 placed in each category.

Note 1: Only the athlete who is present at the closing ceremony at the time and place set by the organizers will be entitled to the award. Therefore, the athlete who is not at the place where the prize is awarded will not be entitled to claim his prize later.

15 General Provisions

Doubts or matters not addressed in this regulation will be analyzed and judged by the General Judge, supported by the Technical Commission of the Federation (FedGoiasVL).

Matters specifically related to the event will be judged by the Protest Commission or by the General Judge who, according to the matter, must have the support of the Race and Safety Commissions and Race and Safety Directors.

The minimum number to validate a stage is 15 pilots present at takeoff (DF (did fly) + DNF (did not fly) in the calculation).

Where the present Regulation is silent, the Regulation of the Brazilian Paragliding Championship will be used, as long as the device does not violate the present Regulation. The Championship will be played under the structure of the Federal Flight Regulations in Brazil and under the flight and air traffic rules of the CBVL, ANAC, and the FAI, which pilots cannot ignore.

The FeGVL board reserves the right to make changes to these Regulations, even during the Championship