

1. CICO Central West Paragliding Circuit – Free Flight Federation Ranking - Formosa GO Stage, from June 7th to 11th, 2023.

1.1 – The exams will be held on June 8th and 10th, 2023, and June 11th (Sunday) will be a “wildcard” day (optional), used if there were no exams on the previous days and/or the organization understands that it will be relevant to have a test on this day.

2. REGISTRATION

2.1 - Date

From the 29th of April 2023

2.2 - Pilots Kit

Registered riders will receive an Event kit.

2.3 – Registration/Time WEDNESDAY (06/07/2023): 7:30 pm to 10:00 pm.

It is mandatory to present a Valid National License (at least Level I) CBVL, or FAI Card (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 into the account of the event organizer.

Vacancies are filled in order of registration and payment, not just 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, minus the fees for this operation (eg: TED, PIX).

The seat of the paid pilot can be passed on to the interested party via e-mail (or official communication to the organizer).

2.4 - Enrollment/Number of Participants

Online registration at <http://eventos.cbvl.esp.br>

125 (One hundred and twenty-five) vacancies, 25% of which are reserved for foreigners. Vacancies for foreigners will be guaranteed until 05/20/2023. As of this date, the available spots can be filled by national pilots, according to the order of registration.

3. HQ / TRANSPORT / RAMP

3.1 - HQ

It will be informed daily during the race briefing, and different places can be adopted for each day. It is the pilot's responsibility to know the location chosen for that day.

3.2 - Transfers of Pilots

Transfer to the takeoff and rescue ramp will be offered. Athletes will have radio/telephone rescue support from the rescue coordinator.

3.3 - Takeoff

It is mandatory to sign the attendance list daily before take-off.

The checked equipment must be placed behind the demarcation line until the moment of takeoff. Non-registered pilots will not be able to take off in the hour before the window opens, until the end of the take-off window.

3.4 - Landing and Rescue

It is mandatory to report a safe landing on the organization's frequency. If the pilot is unable to communicate by radio, he must report his landing in the list at the HQ of the competition, immediately after arriving in the city.

3.5 - Security

Rescue Coordinator, Civil Firefighters and Ambulance.

4. TECHNICAL REGULATIONS

4.1 - Operating Regulation

- Air Traffic Rules All competitors must obey the laws and rules of air traffic in force in Brazil.

4.1.1 - Damage to the Paraglider

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 CRO may allow equipment to be replaced (temporarily or permanently) because of damage, loss or theft. In this case, the equipment can only be replaced by a paraglider of the same make and model as the original, or a paraglider with equal or lesser performance, and of the same competition class.

4.2 - Flight Safety

4.2.1 - Dangerous Behavior

It is every pilot's responsibility to fly in a manner that maintains the personal safety of himself and others. The Trial Judge can penalize competitors who do not observe this rule, or even exclude them from the results. The organization, for security reasons, reserves the right to exclude the pilot who judges to not have the technical and physical conditions to participate in the competition, as well as to be using equipment that does not match his skill and/or flight time.

4.2.2 - Helmet and Reserve

Every pilot must fly with a helmet and emergency parachute on all flights.

4.2.3 - Air Traffic

Takeoff, flight and landing must always be done keeping an eye on other pilots. A paraglider arriving at a thermal must rotate in the same direction as those already in it, regardless of its height. Every day, the direction of rotation of the first thermal will be informed in the briefing, which must be obeyed by all pilots.

4.2.4 - Flight in Clouds

It is forbidden to fly inside clouds. 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. The pilot who flies inside a cloud will have his points for the day reset, even if he has shown his intention not to enter the cloud.

4.2.5 - Suspension, interruption and cancellation of the race

The Race Director can cancel a race before any competitor has taken off, if the conditions prove to be dangerous such as: variation, intensity and direction of wind, possibility of precipitation (rain), among others. If take-off is suspended for only a period of time, the Director may recommence it when he feels that conditions have become safe. The Contest Director may suspend or interrupt a race after one or more pilots have taken off, where the continuation of the race would endanger the safety of the competitors. If the race is interrupted, the goal will be closed at this time, and the pilots' score will be determined by the position indicated on the GPS at the time the race was interrupted.

4.2.6 - Ballast

The pilot can 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.

4.2.7 - Protest

At the time of registration, the members of the protest commission, formed by 03 (three) pilots, chosen by the Organization, will be informed to the pilots.

This commission will be sovereign and will decide whether or not to execute the protested object.

Pilots who believe they have been harmed by other pilots, as well as by the current regulation, may present their protest to the commission, within a maximum period of 30 (thirty) minutes after the official release of the provisional result, in addition to paying a fee of R\$ 150.00 (one hundred and fifty reais).

4.3 - Tests

4.3.1 - Male and Female

4.3.1.1 Validity of the Test

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

4.3.1.2 - Briefings

Daily there will be a "briefing" in front of the panel (race map), carried out by the Race Judge, who will put the details of the day's race on the board. It is the sole responsibility of the pilot to know it.

4.3.1.3 - Equipment Assembly

A takeoff sector must be created and respected for each ramp. The Trial Judge will give instructions for the correct distribution of the paragliders in the take-off sector.

The presence of pilots in the take-off area is not allowed, except when assisting the take-off of another. The maximum number of takeoff attempts is set at 03 (three). After the third attempt, the pilot must collect the equipment and go to the end of the queue. The Trial Judge has the authority to penalize in points the pilot who insists on staying in the take-off sector in 10% of the day's score, cumulatively, in case of recurrence.

4.3.1.4 - Takeoff System

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

The window will only be opened by the Trial Judge, under supposedly safe conditions.

Pilots interested in taking off must present themselves to the Trial Judge, expressing this desire,

4.3.1.8 - Pylons

To prove that the pilot has completed a pylon, your GPS tracklog must show at least one point inside the pylon cylinder, whatever its radius. A tolerance of 0.2% will be applied in the calculation of the pylon validation distance, to compensate for the differences between the formulas used in the GPS software and the survey software. The pylon radius can be changed daily by the technical commission. By default this radius is 400 meters. The Pilot must deliver his GPS without pylons (private or from previous competitions) for insertion of the pilot's identification and the official pylons (waypoints) of the competition.

4.3.1.9 - Goal

By default, a radius cylinder of 2000 meters for ESS (End of Speed Section) will be used for the final time taking, and a physical or virtual track of 100 meters, or cylinder of 400 meters in the center of the coordinate will be adopted as Goal . Drivers must cross this virtual or physical track, or enter the smaller cylinder to validate their speed points. In the case of a lane, in the impossibility of installing the physical lane in the determined location, a virtual lane with an extension established by the Race Judge, starting from the center of the goal coordinate and perpendicular to the last pole of the competition will be adopted as a lane.

4.3.1.10 - Scoring

The pilot's score will be based on the relative performance of all. The PWC2019 formula or higher (if available) will be used, with 1000 points based on the distance traveled by the first pilot, where points are counted for distance, points for time, points for leadership and points for position of arrival, using the software of FS-Comp 2021 R1.2 results calculation (or higher if meeting the most current Formula).

4.3.1.11 - GPS or Barometric Height

We will use GPS height.

4.3.1.12 - Airspace

4.3.1.13 - General Judge

The Race Judge and Organization will choose the races, being able to consult the Technical Committee.

3.3.1.14 - Lettering System

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

3.4. - Technical committee

A Technical Committee will be formed by the Organization for consultation in case of need.

3.5 - Protest committee

The Protest Committee will be formed by the Organization for judgment.

5. USE OF THE GPS

5.1 - Accepted models

Only GPS models that record the altitude component in the tracklog will be accepted, such as devices from the brands compass, naviter, garmin, aircotec, brauniger, logger, loggit, tracklogger, mlr, flytec, digifly and flymaster. Pilots with GPS from Garmin, Naviter, Compass, Brauniger, MLR, Flytec, Flymaster and Aircotec 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, which may or may not allow their use for proof of flight.

Attention to the models accepted by the FAI can help in understanding:

https://www.fai.org/sites/default/files/civl/documents/cat1_instruments-2020-11-25.pdf

5.2 - Data validity

To be considered valid, the GPS tracklog must meet the following conditions: It must contain the complete course of the pilot in the test, without interruptions greater than 900 seconds and a maximum number of interruptions. The Pilot must clear the tracklog every day on the 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.

5.3 - Checking criteria

The tracklog must show, for each pylon and for the 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 defined in the race of the day, and may vary from one race to another.

5.4 - Calculation of the distance flown

Race distance is the shortest path between take-off and goal, considering the radius of the other pylons of the races.

5.5 - Tiebreaker Criteria

Adopting the last valid test as a reference, and so retroactively if the tie persists.

In case of a goal, whoever arrives first.

If there is no goal, whoever makes the greatest distance.

6. AWARDS

6.1 - CICO and Ranking FedGoias

- 1st place in the Open category: Trophy
- 2nd place in the Open category: Trophy
- 3rd place in the Open category: Trophy
- 4th place in the Open category: Trophy
- 5th place in the Open category: Trophy
-
- 1st place in the Serial category: Trophy
- 2nd place in the Serial category: Trophy
- 3rd place in the Serial category: Trophy
-
- 1st place in the Sport category: Trophy
- 2nd place in the Sport category: Trophy
- 3rd place in the Sport category: Trophy

-

- 1st place in the Sport Light category: Trophy
- 2nd place in the Sport Light category: Trophy
- 3rd place in the SP category

cash prize

Award Category

Open Champion BRL 1,000.00

Vice Open BRL 600.00

3rd Open BRL 300.00

Serial Champion BRL 600.00

Vice Serial BRL 400.00

3rd Serial BRL 200.00

Champion Sport BRL 450.00

Vice Sport BRL 250.00

Aspiring Champion BRL 400.00

Vice Candidate BRL 200.00

Female Champion BRL 400.00

Female Deputy BRL 200.00

Total BRL 5,000.00

OBS: In this Stage, exceptionally, we will have a "Copinha" category, which will be a test of permanence and landing on the "fly", with specific rules.

6.3 - Disposal

There is no discard for the competition, and the result is formed by the sum of the points obtained in the valid tests, that is, FTV 0% and without discards of tests.

6.4 - Delivery of Prizes

The award (trophy) will only be delivered to the pilot present at the Award Ceremony, not being entitled to any future claim for it.

6.5 - Delivery of Prizes by Ranking

Each State has its rules as governs each Federation, so read the regulations of your Federation, if you are a co-participant in this event.

7. GENERAL PROVISIONS

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

6.2. During test 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 before 11:40 am or after 1:30 pm). windsocks" should look for the Race Director. Only 10 (ten) "crazy" pilots will be registered per day.

6.3. It is mandatory to schedule a flight daily, regardless of placement, success, or result obtained by the pilot during the competition day. Failure to book the flight will result in a penalty/loss of 20% of the points to the final result of the competition.

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

6.5. On a daily basis, the flight marking locations are informed on the test board, as well as the test of the day. It is the pilot's responsibility to be aware of possible changes that may occur on competition days. Don't get carried away by third-party information. The correct information is that contained in the proof table.

6.6. If it is proved that a pilot lent, ceded or left a non-registered pilot as the bearer of his identification badge, with the intention of deceiving the inspection, he loses 20% of the points to the final result of the competition.

6.7. It is mandatory to use the identification sticker (number) on the helmet, which is the credential for access to the take-off area.

6.8. On a daily basis, only delete your tracklog after the official release of the results, and before the start of the next race of the day.

6.9. From the first day of the valid test, the Organization can establish a take-off criterion favoring and prioritizing the take-off of the first 20 (twenty) pilots of the current National Ranking. From the second day of the race, the criterion for choosing the take-off preference

will be the result of the current competition, and so on until the end of the competition, always giving priority to the 20 (twenty) first placed.

6.10. All pilots must enter the take-off area through the access portal, giving their registration number. Failure to comply with this rule will be considered a serious fault, resulting in the loss of points obtained on the respective inflation day.

6.11. It is the pilot's sole responsibility to be aware of any changes to the races, be it route and/or schedules. If there is any change, this will be done on the Test Board and on the competition sound system.

6.12. Transfer of Registration (ownership) through sale, donation or any trade is permitted. You will not be able to present a protest and/or serve as a witness pilot(s) whose GPS does not have in their records, the history of altitude in flight, reason for the protest. The pilot must request the form from the organization, filling it with data that proves his presence in the area of the infraction, object of his protest, such as: Waypoints (Mark) of the place, digital photo, film, among others. Participants must respect the times established in this regulation to ensure the smooth running of the work.

6.13. The race can be canceled due to rain or a cold front, without the need for the athletes/team to move to the ramp.

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

6.15. For safety reasons, all pilots must fly with the radio on the organization's frequency.

6.16. The reference name of each