

Competition Rules Brazilian Championship

Liga Brasileira de Competidores de Parapente



Sumário

1. GENERAL INFORMATION	5
1.1. OBLIGATIONS OF THE PILOT ENROLLED IN THE CHAMPIONSHIP	5
1.1.1. USE OF SPOT OR ANY SIMILAR SATELLITE POSITIONING SYSTEM	5
1.1.2. TO BE PROPERLY ACCREDITED TO THE FAI AS WELL AS TO CARRY THE LICENSE AT THE TIME OF REGISTRATION	5
1.1.3. USE OF LIVE TRACKER	5
1.2. LOCAL REGULATIONS	5
1.3. OFFICIAL LANGUAGE	5
1.4. CBVL PARAGLIDING TECHNICAL DIRECTOR	6
1.5. HQ	6
1.6. TRANSPORTATION TO THE TAKE-OFF AREA	6
1.7. TAKE-OFF AREA	6
1.7.1. TAKE-OFF METHODS	6
1.8. LANDING	6
1.8.1. MANDATORY SAFETY REPORT BACK	7
1.9. BRIEFINGS	7
1.10. SAFETY BRIEFING	7
1.11. REST TIME	7
1.12. EXTERNAL HELP TO COMPETITORS	8
1.13. CATEGORIES	8
1.14. EQUIPMENT CHECK	8
1.15. PILOT WEIGHT CHECK	8
1.16. COMPLAINTS OF IRREGULARITIES	8
1.17. WING NUMBER	9
1.18. VALUE OF REGISTRATIONS	9
1.19. TECHNICAL TEM ON EACH EVENT OF THE BRAZILIAN CHAMPIONSHIP	9
2. SAFETY	9
2.1. AIR TRAFFIC RULES	9
2.2. DAMAGED EQUIPMENT	9
2.3. HAZARDOUS BEHAVIOR	9
2.4. PILOT'S PERSONAL CONDITION	9
2.5. PILOT'S TECHNICAL LEVEL	10
2.6. HELMET, EMERGENCY PARACHUTES, COMMUNICATION DEVICES E GPS	10
2.7. AIR TRAFFIC RULES	10
2.8. CLOUD FLYING	10
2.9. BALLAST	10
2.10. USE OF SECOND EMERGENCY PARACHUTE	11
3. TASKS	11
3.1. TASK TYPES	11
3.1.1. RACE TO GOAL	11
3.1.2. ELAPSED TIME	11



3.2.	INTERRUPTION OR CANCELATION OF TASK	11
3.3.	TASK CHANGE	11
3.4.	TASK COMMISSION	12
3.5.	LAUNCH METHOD	12
3.6.	MINIMUM WINDOW OPENING TIME	12
3.7.	START GATE	12
3.8.	TURNPOINTS	13
3.9.	GOAL	13
3.9.1.	END OF SPEED SECTION	13
3.10.	TASK END	13
4.	PROTESTS	13
5.	PENALTIES	14
5.1.	LANDING	14
5.2.	REPORT BACK	14
5.3.	AIR TRAFFIC RULES	14
5.4.	CLOUD FLYING	14
5.5.	BALLAST	14
5.6.	PILOT'S WEIGHT	15
5.7.	EQUIPMENT CHANGES	15
5.8.	SIGNING THE ATTENDANCE LIST	15
5.9.	SAFETY BRIEFING	15
5.10.	UNSPORTING CONDUCT	15
5.11.	LIVE-TRACKER	15
6.	RESULTS VERIFICATION.....	15
6.1.	DISTANCE FLOWN	15
6.2.	FLIGHT VERIFICATION AND OBJECTIVES	15
6.3.	CBVL TRACKERS AND RESULTS VERIFICATION	16
6.4.	SCORING	17
	THE FORMULA USED TO CALCULATE THE POINTS IS THE PWC2014 (CONSIDERING THE VERSION BELOW), CONSIDERING THE PARAMETERS AS SHOWN:	17
6.5.	TIE-BREAKING CRITERIA FOR THE EVENT SCORE AND IN THE COMPETITION	18
7.	DISCARDS	19
8.	COMPETITION CATEGORIES.....	19
8.1.	EQUIPMENT INACCURACIES	20
9.	GPS USE	20
9.1.	MODELS ACCEPTED.....	20
9.2.	DATA VALIDATION	20
9.3.	CHECKING CRITERIA	21
9.4.	TASK DISTANCE CALCULATION	21
9.5.	TURNPOINTS:	21
10.	RANKING	21
11.	BRAZILIAN CHAMPIONSHIP ACCESS GROUP	21



11.1.	FOREIGN PILOTS	22
12.	WORLD TEAM FORMATION CRITERIA.....	22
12.1.	RANKING FORMATION	22
12.2.	REGIONAL EVENTS	22
12.3.	BRAZILIAN CHAMPIONSHIP	22
12.4.	INTERNATIONAL EVENTS.....	23
13.	INFRASTRUCTURE	24
13.1.	RAMP AND ACCESSES TECHNICAL CONDITIONS	24
13.1.1.	ACCESS TO THE RAMP	24
13.1.2.	GRASS COVER CONDITION	24
13.1.3.	PARTITIONED ZONES AT THE TAKE-OFF AREA	24
13.1.4.	SHELTER FOR PILOTS AND TECHNICAL STAFF	24
13.1.5.	BAR	24
13.1.6.	TOILETS	24
13.1.7.	SOUND SYSTEM.....	24
13.2.	PILOTS AND PUBLIC SAFETY	24
13.2.1.	RESCUE WORKERS	24
13.2.2.	AMBULANCE	24
13.2.3.	MILITARY POLICE.....	25
13.2.4.	RESCUE HELICOPTER.....	25
13.3.	PILOTS AND EQUIPMENT TRANSPORT VEHICLES	25
13.4.	H.Q.	25
13.4.1.	HQ LOCATION	25
13.4.1.1.	TECHNICAL CONDITIONS FOR CHOOSING THE HQ LOCATION.....	25
13.5.	COMMUNICATIONS.....	25
13.6.	MAPS	26
13.7.	IDENTIFICATION BADGES	26
13.8.	TEE-SHIRTS	26
13.9.	HELMET IDENTIFICATION STICKERS	26
13.10.	CONTROL FILES	26
13.11.	TASK BOARD.....	26
13.12.	TAKE-OFF COORDINATOR	26
14.	PRIZE GIVING.....	26
	OPEN CLASS.....	26
	SERIAL CLASS.....	27
	SPORT CLASS	27
	FEMALE RANKING	27
15.	GENERAL PROVISIONS	27
16.	ATTACHMENTS.....	28
16.1.	USE OF "SPOT" OR ANY OTHER MEANS OF SATELLITE LOCALIZATION	28
16.2.	FAI LICENSE	28

1. General information

1.1. Obligations of the Pilot enrolled in the Championship

Read and become aware of all the rules contained in this regulation. It is the responsibility of the pilot enrolled in the championship to submit to the penalties contained in this regulation once not respected any of the rules and guidelines below previously determined.

For a situation or case, which is not explicitly determined in the regulation, the Meet Director has the power to apply or set the penalty that he deems pertinent.

1.1.1. Use of SPOT or any similar satellite positioning system

It is valid and mandatory the use of the satellite tracking system for the Brazilian paragliding championship as already determined in item 16.1 of this regulation previously advised since its "H" revision in November 2013. There will not be accepted lack of knowledge of this mandatory security item.

1.1.2. To be properly accredited to the FAI as well as to carry the license at the time of registration

It is valid and mandatory that the pilot to participate in the Brazilian paragliding championship is duly registered and up-to-date with his FAI license. As well as carrying your FAI license card in the act of registration as already determined in item 16.2 of this regulation previously advised since its revision "K1" in January 2015 (for clarification, in review "k1" this item was old 15.2). There will not be accepted complaints for pilot ignorance of this mandatory item as a competitor.

1.1.3. Use of Live Tracker

All pilots flying must be with their Live-Tracker (in case of use).

Pilots who do not withdrawn their trackers with the organization on the ramp will be penalized according to item 5.11 of this regulation.

If the pilot does not return the Live Tracker at the end of the flight day, he or she will not have his name on the day's score until returning it.

1.2. Local regulations

If there is a need for local rules to be applied by the Organizers of the event, they must be informed to the CBVL technical board for approval, one month in advance of the start of the event, so that the new rules can be made available on the web site.

1.3. Official language

If the event is sanctioned as FAI-II and there are foreign pilots in the competition, the official language will be English, as this is the official language used in international events. In the task briefings, the information shall be first presented in English, and soon after, in the local language, Portuguese.



1.4. CBVL Paragliding Technical Director

The presence of the paragliding technical director of the Confederação Brasileira de Parapente (CBVL), or person delegated by him (other than one of the competitors), is mandatory during the entire event. This person will have the power to decide on the subjects that may be presented to him / her. His decision is not required to be submitted to the board of directors after the championship. He or she shall resolve all issues at the event.

1.5. HQ

It shall preferably be in the same place, where all the information related to the competition, such as, scheduling, results and weather forecasts, etc. will be included. The organization may change the location of the HQ and this change shall be announced at the day's briefing.

1.6. Transportation to the take-off area

The location and times for departure of the vehicles that transport the pilots and equipment will be informed in the general briefing of the competition and / or the places for flight verification.

During the competition, the official transports and rescues can only be used by registered pilots. It is mandatory to present the identification badge for the access.

1.7. Take-off area

It is mandatory to use the identification sticker (numeral) on the helmet to enter the take-off area. Non-enrolled pilots may not take off until the end of the take-off window...

1.7.1. Take-off methods

If necessary, the Organizers of the competition may use the take-off priority method, where all pilots will enter through the gate to launch in a sequence, which is sorted according to the last valid ranking. Obeying the order of the top's 10, 20, 30, and so on. To each group, one by one if necessary.

If the event in question is the first valid day of the first event of the event, the take-off order will follow the competition ranking of the previous year. From the second event on, the order will be given by the current ranking of the competition, as well as the ranking of the current base year will only be valid for the top 10.

Also available to take-off priorities are the members of the task Technical Commission.

1.8. Landing

Landings and launches during the task are strictly prohibited. If there is evidence of the act, the pilot will be excluded from the event.

Immediately after launching, the pilot who finds any problem or failure in his equipment, may land, even on the ramp itself, after the communication by emergency frequency and authorized by the Meet Director. Authorization for a new take-off shall be assessed by the Meet Director, who shall rely on facts and evidences of the need for landing. The priority will always be the safety of the pilots, remembering that a pilot at risk cannot try to guarantee his safety to the detriment of the safety of the others.

All pilots shall fold their wings immediately upon landing. An open paraglider is, by convention, defined as a request for help from the pilot.

1.8.1. Mandatory Safety Report back

It is mandatory to report the position of the pilot on the organization's frequency no later than 30 (thirty) minutes after landing. If he/she cannot communicate by radio, the pilot must communicate his position using other devices previously informed at the day's briefing, such as SMS messages, organization's phone number, rescue list, or the competition's HQ immediately after arriving in the city. The delivery of GPS to the calculation boot does not characterize the report back.

In case of unnecessary search and rescue operations by pilots who did not report their positions, he/she may be punished with the exclusion of the competition. In the same way, the pilot could be punished for delays in the report back.

Note: The delivery of the CBVL tracker, Live-Tacker System, or a GPS track download does not characterize the report back.

1.9. Briefings

A briefing by the examiner must be made on a daily basis and there shall be a notice board on the ramp with details of the day's task, validation parameters and information about the schedule and places for flight verification. It is the pilot's responsibility to know. A minimum time of 15 minutes between the end of the briefing and the opening of the window shall be obeyed.

1.10. Safety briefing

Prior to the beginning of the competition, a safety briefing will always be made. There will be covered the specific details of the site, weather forecast, weather conditions and so on. This briefing may also occur during the event, duly advised to all pilots in the act of downloading the flight of the day. This will be scheduled for the next day with exact time and place. The non-attendance of the pilot will be penalized according to item 5.9.

1.11. Rest time

A minimum rest period of 8 hours must be observed by at least 90% of the pilots, between the GPS download after the task and the transport for the next day's task.



1.12. External help to competitors

Any type of help in locating thermals, direction and wind intensity during the task and navigation in general, by pilots not participating in the competition, is extremely prohibited, and the benefited pilot can be punished by the organization.

Pilots out of the comp shall land as soon as possible as soon as task starts.

1.13. Categories

The categories are open and female. There is no distinction between Open, Serial and Sport equipment. The OPEN category covers all certified wings. The Serial category covers EN "D" or lower rated, but with not more than 7.0 A.R. (Aspect Ratio) wings. The Sport category includes "EN" C or lower rated wings. The comp Organizer will be allowed to offer prizes for other categories.

1.14. Equipment check

At each event of the Brazilian championship, CBVL and LBCP together with the Meet Director, will elect a technical committee composed of 03 pilots (one of them must be a member of LBCP) to inspect the equipment. Each pilot must submit the technical data sheet of his equipment with the data referring to the line map and raisers design to the committee.

Items that will be checked according to criteria adopted by the FAI / PWC:

Note: It is the sole responsibility of the pilot to verify and certify that his equipment is within the rules and conditions required by this regulation.

1.14.1. There can be no changes on the speed system;

1.14.2. There can be no changes on the certified structure of the wing, i.e. raisers, trimmers, etc.

1.14.3. Helmets must be certified in accordance to the EN966, ASTM 2040 or SNEL RS98 norms;

1.14.4. Harnesses must be certified according to FAI (<http://www.fai.org/civl-our-sport/safety/161-civl/31644-paragliding-harnesses-and-back-protectors>) – **The harness shall be listed among the ones present in the FAI web site link above;**

1.14.5. Emergency parachutes must be certified;

1.15. Pilot weight check

Each pilot will have his/her weight checked and recorded on each pilot's entry form. This will serve as a basis for the official to check and verify if the pilot is in accordance with item 2.9 of this regulation.

If requested, the first 15 pilots of the ranking will have their weight checked during the competition, and the others might be checked at random according to the will of the Meet Director.

1.16. Complaints of irregularities

If one or more competitors have verified irregularities in the equipment of another competitor and the team has not yet been summoned by the equipment verification

commission, the complaint must be formalized to the commission by completing and signing a form provided by Judge General. Therefore, anonymous tips will not be accepted.

1.17. Wing number

Each pilot enrolled in the championship must have his or her numeral easily visible placed on the canopy. The cost of this material will be provided and paid by the Organizer of the event.

1.18. Value of registrations

The value to be paid for each registration on each event of the Brazilian Paragliding Championship will be R\$ 700,00.

1.19. Technical tem on each event of the Brazilian Championship

The technical team that will act in each event of the nationals will be chosen by the Organizer of the event in a CBVL pre-determined list. This list will include names for Meet Directors, scorers, rescue coordinators and etc...

2. Safety

2.1. Air traffic rules

All competitors must obey the laws and valid regulations in Brazil.

2.2. Damaged equipment

Any serious damage to equipment shall be reported to the Organizers immediately in order to its repairing be proceeded. Any replacements parts must comply strictly with the original specifications.

The Meet Director may allow the equipment to be replaced (temporarily or permanently) in case of damage, loss or theft, which may be replaced by:

- A model-branded paraglider identical to the original;
- A paraglider of equal or lower performance, of the same class or lower class.

2.3. Hazardous behavior

It is the responsibility of every pilot to assure his/her personal safety and that of others. The Meet Director may penalize competitors who do not observe this rule, or even exclude them from the competition.

2.4. Pilot's personal condition

Any injury and / or ingestion of medication that may affect the launch, flight or landing of the pilot must be reported to the Meet Director and the safety director of the competition. Both have the power to exclude from the competition who is not in a position to do so. Drug use is prohibited. Launching under the effect of drugs will be punished with the expulsion of the pilot of the competition.

2.5. Pilot's technical level

Pilots who do not show adequate technical level, putting themselves at risk to and to other pilots can be excluded of the competition by the Meet Director and / or director of security.

2.6. Helmet, emergency parachutes, communication devices e GPS.

Every pilot shall wear a helmet; have an emergency parachute, communication devices in the same frequency of the base and GPS on all flights of the competition.

2.7. Air traffic rules

A paraglider arriving at a thermal shall circle in the same direction as that established by the first paraglider in the thermal, regardless of height separation.

The circling direction of the first thermal until the opening of the start gate will be informed daily in the briefing and must be obeyed by all the pilots. By default, on even days the direction will be the right (clockwise) and odd days, the counterclockwise (left).

2.8. Cloud flying

Flying in clouds is highly prohibited.

This is characterized when the pilot or any part of his equipment disappears from sight of the nearby pilots.

The pilot who does so will suffer the penalties provided in item 5.4 of this regulation, even if he has demonstrated that he did not intend to enter the cloud.

As an argument for protest, the pilot who feels harmed may note the coordinates of the place where the cloud flying occurred through a mark enter in his GPS, so that this coordinate is used for proving.

2.9. Ballast

The pilot can carry only jettisonable ballast, in the form of water or fine sand.

A competitor must avoid dropping ballast in a manner likely to affect other competing gliders or third parties.

A competitor's take-off weight, including all flight equipment and the glider, must not exceed the pilot's body weight by more than 33 kg.

The pilot's reference weight is defined by his weight dressed and wearing footwear he uses for flying after checking weight.

It is not allowed to fly above the weight of the equipment. For the calculation of this weight, the pilot weight + 33kg of equipment is taken and this weight cannot exceed the maximum weight allowed for the equipment.

The Organizer or the Meet Director can request the weighing of the pilot with his equipment (thus taking a scale to the ramp).

The exception to this situation is that the pilot will be allowed to load ballast to the maximum weight of the equipment when the pilot's weight already flies in the smallest paraglider size offered by the factory. (Example: Enzo2 XS with MAX 95Kg, even the pilot weighing 60kg, he/she will be allowed to fly 95kg all up).

2.10. Use of second emergency parachute

The pilot who flies the "2 lines" type wing must fly with certified harnesses approved for the use of 02 emergency parachutes, with commands accessible to both hands.

3. Tasks

3.1. Task types

3.1.1. Race to goal

Where the target is to be the first one to reach the goal. The start opening time and the route are the same to all pilots.

3.1.2. Elapsed time

Where the target is to fly the route in the shortest possible time. The route is the same for all pilots; however, the trigger time of the start gate is individual. The option to trigger the individual time shall be informed at the task briefing. This can be in the first or last entry of the pilot in the start gate radius. Leadership points will be computed.

3.2. Interruption or cancelation of task

The Meet Director may interrupt or cancel a task for safety reasons.

In race to goal events, if at least one pilot has reached the goal, or at least 1:00 h of event has been performed after the opening of the start gate, the task might be stopped. The score will be verified through the pilot's track log up to the 5 minutes before the moment of interruption (e.g. if the interruption occurred at 2:55 pm, the task will be determined with the break time at 2:50 pm).

In "elapsed time" tasks, the task will be canceled.

The safety committee elected by the TD (Meet Director) can provide assistance regarding to in-flight safety.

3.3. Task change

After a single pilot has launched, task changes will no longer be accepted.

3.4. Task commission

A task committee will be formed at the beginning of each stage of the competition.

This will be formed by the organization, which will choose from 03 to 05 experienced pilots with local knowledge. One of these task committee pilots must necessarily be in the Sport category. The tasks will be formulated and presented to the task director so that he decides what will be the day's task.

3.5. Launch method

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

- The window will only be opened under clearly safe conditions.
- The Meet Director will define the launch method to be adopted. He may choose to take off freely or use a priority system based on the overall ranking of the competition. This might happen on ramps where take-off is restricted, in accordance with item 1.6.1 of this regulation.
- The Meet Director will stipulate the opening time of the window and the time limit for closing it.
- For safety reasons, the Meet Director may close the window. The window opening time will then be extended by the time it was closed, without exceeding the 30-minute extension timeout.

3.6. Minimum window opening time

The day's task will only be validated if a minimum window opening time is met. This time shall 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 site.

Window opening time (minutes) = no. competitors/no. of possible simultaneous launches on the take-off area

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 ($100 * 1/5 = 20$ minutes). By default, the time of 30 minutes will be adopted.

3.7. Start gate

In order to validate the beginning of the task, the competitor must, after the start gate opening hours, cross the limit of a pre-determined radius cylinder. The center of the cylinder is the coordinate, which was informed in the briefing, in the indicated direction (going in or out). The pilot will be able to prove that he or she was inside this cylinder, when his or her GPS tracklog shows at least one point inside this circle.

The Task committee can change the radius and start gate point every day. This will be informed during the day's task briefing.

3.8. Turnpoints

To prove that the pilot has completed a turnpoint, his/her GPS tracklog must show at least one point inside the turnpoint cylinder regardless of its radius. The turnpoint radius can be changed daily by the technical committee. By default, the radius is 400 meters.

3.9. Goal

By default, a 1000 meter radius cylinder will be used for the final time take (end of speed section - up to 5000 meters for safety reasons), and the cylinder of the last turnpoint or virtual track will be adopted as goal. The default is 400m radius for the cylinder or 200m for the virtual belt. The Task Committee may change the radius of the Goal or end of speed section daily.

The presence of a landing or goal official is not mandatory. If there is one, he/she will not have the responsibility of verifying the pilot's arrival. The entry in the virtual cylinder or the crossing of the line is to be proven only through his tracklog.

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

3.9.1. End of Speed Section

The pilots must enter the cylinder of the last turnpoint (goal). One who does not cross the pre-set 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 turnpoint (goal).

Ex: For the situation where no pilot reaches the radius of the last turnpoint (goal), but at least one pilot reaches the radius of the End of Speed Section, no penalty will be applied.

Automatically the radius of the End of Speed Section becomes the goal radius.

3.10. Task end

If necessary, a time limit for the end of the day's task may be stipulated by the Meet Director. If the task time reaches the stipulated deadline, the verification will be done by applying the validation factors described in item 3.2 of this regulation.

4. Protests

At the time of registration, the 03 (three) members of the protest committee will be brought to the knowledge of the pilots. This commission shall be sovereign and shall decide whether to carry out a protest.

The Protest Committee will be chosen from among the members of the Technical Staff of the competition (Scorer, Safety Coordinator, Rescue Coordinator, and take-off coordinator), CBVL board members and / or experienced pilots attending the event and not participating in the competition.

Pilots who believe they have been harmed by other pilots, as well as by the current regulation, may present their protest to the commission, before a payment of R\$150.00 in

cash, within a maximum period of two (02) hours after the disclosure of the result and 30 (thirty) minutes in the last day of competition.

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

If the claimant or any event participant impacted by a claim is not satisfied with his or her result given by the evidence director, he or she has the right to protest, provided it in writing and followed by a protest fee.

The Meet Director will complement with his opinion and the protest will be judged by the Protest Committee.

This Commission will also decide for possible reimbursement of the protest fee.

Note: It is considered as a valid result, the one published on the competition website / CBVL and / or in the HQ.

5. Penalties

5.1. Landing

- The pilot who lands and launches during the race will lose points of the day. In the event of a repeat offense, he will be excluded from the competition.

5.2. Report back

- First delay in carrying out the report back: Warning;
- Re-occurrence or non-performance of the report back - Loss of 100 points of the best score of the pilot in the competition;
- Failure to perform a report back that motivates unnecessary search and rescue operations: Exclusion from the competition.

5.3. Air traffic rules

The pilot who puts his own or a third party's safety at risk could lose 100 points of his best score in the competition until he is banned from the competition.

5.4. Cloud flying

O The pilot will have his points of the day cleared, being able to be excluded from the competition, in case of recurrence.

5.5. Ballast

- Loss of 100 points in the day score for exceeding the maximum weight allowed;
- Exclusion of competition if there is a repeat offense.

5.6. Pilot's weight

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

5.7. Equipment changes

- The pilot who performs unauthorized modification on the original characteristics on his equipment (wing, lines, and raisers) and in any form, with the exception of the total length of the main brake lines, will be banned from the competition.

5.8. Signing the attendance list

The pilot is required to sign the attendance list every day before launching. Anyone who fails to sign the attendance list before launching will be automatically penalized by the Meet Director, the first occurrence will yield a warning on the following day's briefing. The second occurrence is the loss of 10% points of the best pilot's score in the competition. From the third occurrence on, his points will be zeroed, counting from the highest score to the lowest.

5.9. Safety briefing

- The pilot is required to participate in the safety briefing. Whoever does not attend, the first occurrence will result in the loss of 10% of points of the best score of the pilot in the competition.

5.10. Unsporting conduct

- An attitude of any of the pilots registered in the competition that is considered by the Meet Director, as "Unsportsmanlike" will be judged at the protest committee.
- The Meet Director will have the sovereign power to penalize any pilot without the need for protest.

5.11. Live-tracker

The pilot who launches and flies without using the live tracker device will not score in the day's task and will be considered as "no launch".

6. Results verification

All pilots shall download their tracklogs at the HQ of the event, at a pre-set time in the day's briefing. If a pilot does not respect this rule, with each omission of markup, will lose 10% of their race with the highest score in the event.

6.1. Distance flown

The verification of the flown distance will always be determined according to the distance of the next target, minus how much the pilot missed to reach it.

6.2. Flight verification and objectives

The flight verification and its objectives will be made using the GPS and/or live tracker.

6.3. CBVL trackers and results verification

The CBVL will provide a Live-Tracker CBVL System, for each competitor allowing the live monitoring of the flight.

The flight verification and the objectives executed will be done by the CBVL Live-Tracker system or by GPS, at a time and place pre-established in the day briefing.

If a pilot does not respect this rule, with each omission of marking, will lose 10% (ten percent) of their race with the highest score in the event.

Each competitor must withdraw the Tracker with the Organization, and must keep it during the flight and while he is being rescued in a location that allows satellite connection.

In the case of the use of the CBVL Live-Tracker System for results verification, the data will be sent automatically and the calculation will be done at distance. The pilot is exclusively obliged to return the equipment at the end of the task day, where he/she will be informed of the confirmation or rejection of the flight through the Live-Tracker System.

In case of rejection, doubts concerning the registered flight in the Live-Tracker, or even the determination made by GPS, the pilot must deliver his GPS for analysis, which will be promptly returned.

If necessary, the pilot can present the backup GPS for confirmation.

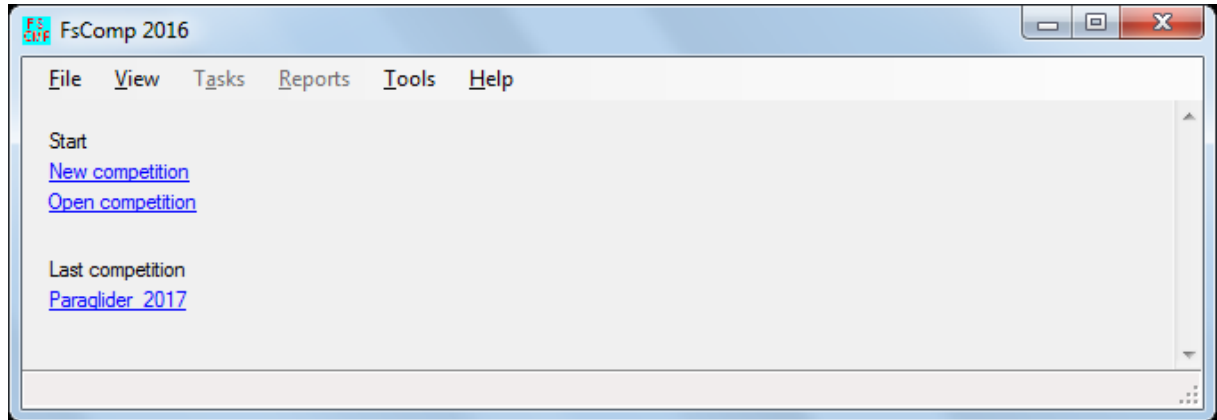
The simultaneous use of the main GPS and backup is allowed for flight verification.

It is the pilot's duty to verify that his GPS is operational, including charged batteries.

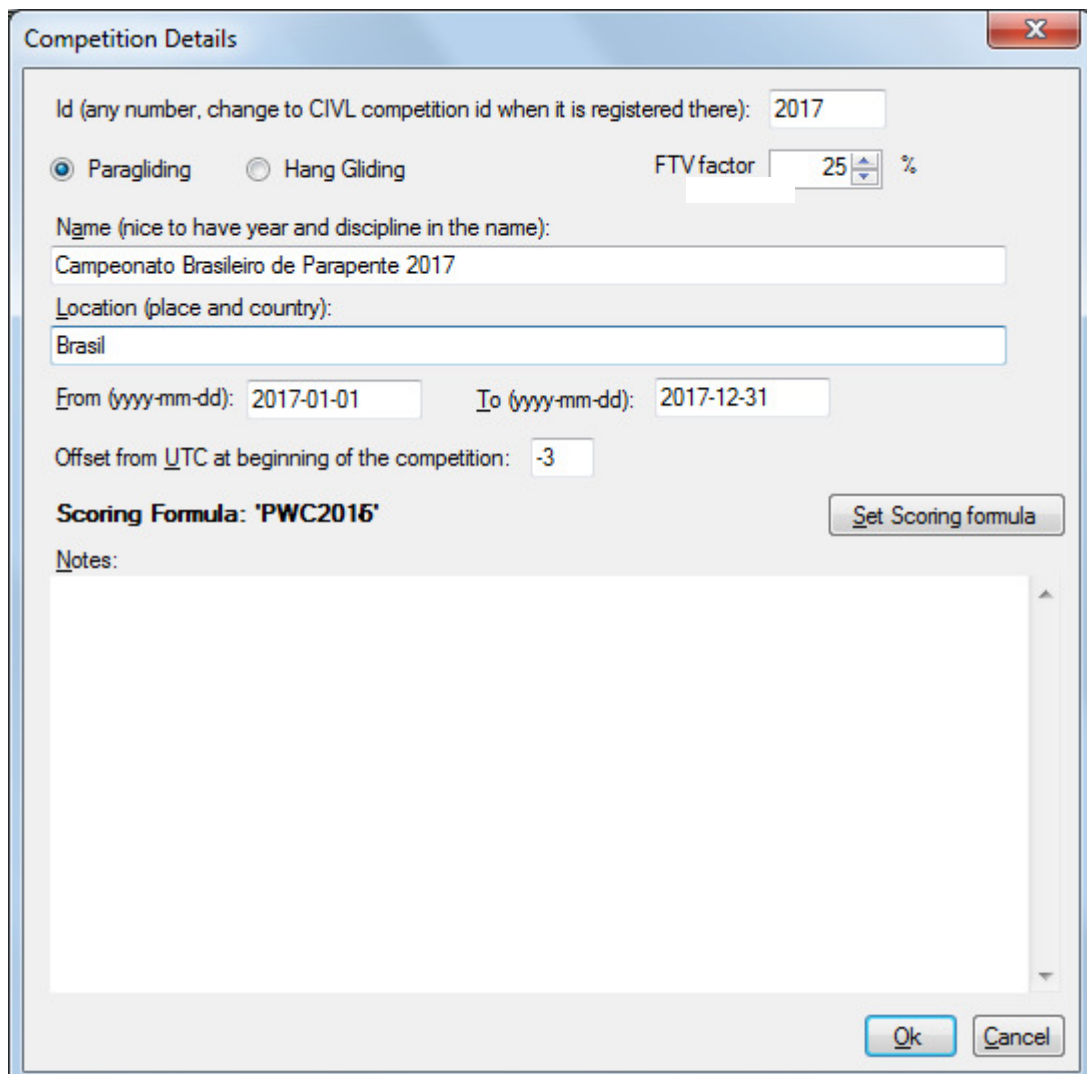
Under no circumstances, a Mark + Enter will be able to validate a contour point.

6.4. Scoring

The formula used to calculate the points is the PWC2016 (considering the version below), considering the parameters as shown:



Parameter screen 01:



Competition Details

Id (any number, change to CIVL competition id when it is registered there): 2017

Paragliding Hang Gliding FTV factor 25 %

Name (nice to have year and discipline in the name):
Campeonato Brasileiro de Parapente 2017

Location (place and country):
Brasil

From (yyyy-mm-dd): 2017-01-01 To (yyyy-mm-dd): 2017-12-31

Offset from UTC at beginning of the competition: -3

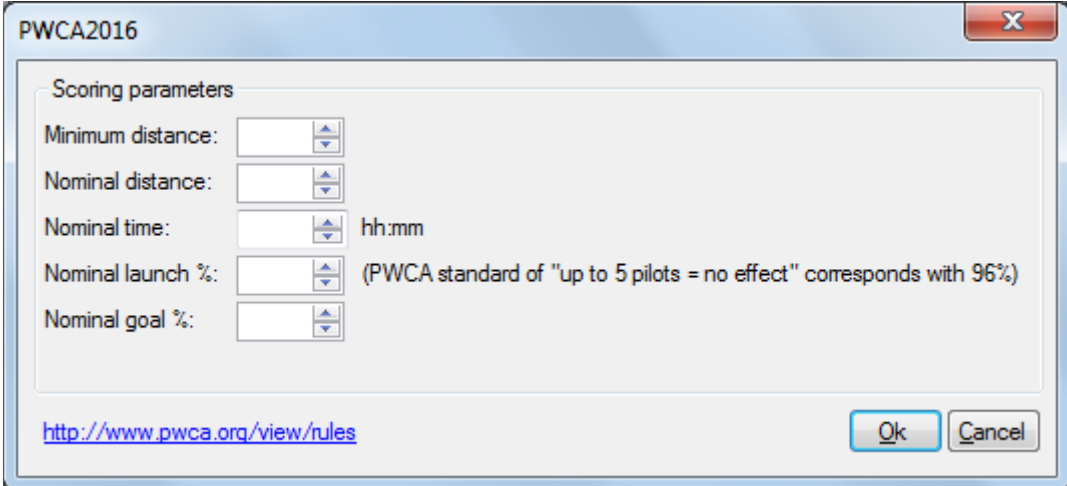
Scoring Formula: 'PWC2016' Set Scoring formula

Notes:

Ok Cancel

Note: The field "**Offset from UTC at the beginning of the competition:**" must be set according to the region and daylight saving time and you can toggle between -2 or -3.

Parameter screen 02:



Tasks with maximum scores of less than 200 points will be invalidated.

Note: The task parameters must be set before the competition starts and can no longer be changed. Except for extreme necessity, the nominal parameters (Min. Dist., Nom. Dist. Nom. Time and Nom. Goal%).

NOTE: The formula used to calculate the points will be PWC2016. (There are no details in this regulation because it is not yet available on the FAI website. As soon as available, it will be inserted in the regulation and other considerations and parameters shown below).

6.5. Tie-breaking criteria for the event score and in the competition

1. In case of goal, the pilot who arrived in best placement more times.

2. Greater sum of flown distance.
3. If there is a tie in the above criteria, the tiebreaker will be given by age of flight, that is, the one who has less time in the practice of free flight will win.

7. Discards

The discards per event in the Brazilian Championship will follow the criteria adopted in accordance with REGULATION.

In the current form, the discard will be with each task, where 25% (twenty five percent) will be discarded each day on the task where the pilot had the biggest difference of points between his score and the first place score.

Example: If the pilot "x" on that day, made 435 points and the first placed, reached 635 points, we have a difference of 200 points. On the next day the same pilot "x" had 850 points and the first place had 950 points, we now have a difference of 100 points, then there will be discounted the 25% on the biggest difference of score, that is, on the 200 points of the first day. Assuming a third task where the pilot "x" makes 680 points and the first one makes 980 points, we will have a difference of 300 points. Soon the 25% will be applied on top of the 300 points, which became the biggest difference of score between the pilot "x" and the first place score.

All discards are personal, always referring to the difference between "your" score and the score and first place.

The above calculation is done automatically by the program using the formula.

<http://pwca.org/rules/pwca%20competition%20rules%202016.pdf> – Appendix D: Fixed total validity FTV (pag D1)).

8. Competition categories

The championship will follow the decision of the FAI to 2014, where only certified wings will be allowed.

The championship can be divided into 03 categories, where the "OPEN" category covers all homologated wings, "SERIAL" covers all "D" or lower "EN" certified wings provided their AR (Aspect Ratio) is not larger than 7. The "Sport" category covers all EN "C, B and A" wings.

All paragliders that have been adapted by the factories to meet the "CCC" category standards must be updated to compete. Those who do not have this update will not be able to compete.

Except for the wings that were not required by the FAI to make such corrections, as detailed on the FAI website, link:<http://www.fai.org/civl-our-sport/competition-class-paragliders>

Original text on 06/01/2015:

EN Gliders

All EN A, B and C gliders are accepted as they are.

All EN D gliders with flat aspect ratio of 7.0 or less are accepted as they are.

EN gliders EN certified in time for the 2014 European championship with flat aspect ratio higher than 7.0 (Axis Mercury Sport, Gin Boomerang 9, Niviuk Icepeak 7 Pro, Ozone Enzo 1 & 2, Swing Core 3...) have to comply with the following CCC requirements:

- Lines have to be CCC compliant.
- Risers limiters are installed.
- In the Measurement File are filled only: line and riser length, drawing of riser, table of lines quality.
- Users' Manual is updated and includes the Measurement File.
- Task Laboratories send to CIVL the Certification of Compliance and Measurement File. The Task-Lab-Template document is to be read in conjunction with the CCC requirement document V-3.5, including Annex B.

In case of conflict between documents, especially concerning measurements and deadlines, the CCC-Task-Template document is the rule.

CIVL has no time to update the CCC requirement document right now. This will be done in time for the coming Plenary.

8.1. Equipment inaccuracies

Any inaccuracies presented on the wing used by the pilot, even after the competition, will be punished with automatic disqualification and zero points.

9. GPS use

9.1. Models accepted

Only GPS models that record the altitude component in the tracklog, such as Garmin, Aircotec, Brauniger, Logger, Loggit, Tracklogger, MLR, Compo, Flytec, Digifly and Flymaster brands will be accepted as evidence for flight verification.

Pilots using Garmin, Brauniger, MLR, Flytec, Flymaster and Aircotec GPS do not need to bring their communication cables.

Pilots who have other models shall bring their cables in the flight verification.

Any other models must be presented in advance to the competition organization at the time of registration, who may or may not allow their use for flight verification.

9.2. Data validation

To be considered valid, the GPS tracklog shall attend the following demands:

- It must contain the complete course of the pilot in the race without interruption longer than 900 seconds;
- The pilot must clear his tracklog every day on the GPS models Garmin and MLR before launch;
- All points must be valid showing consistent date and time marking. Continuous points are those that have no more than 30 seconds difference to their predecessor.

The Meet Director will ban from the event any pilot that is involved in any kind of track log manipulation or fraud.

9.3. Checking criteria

The tracklog must show, for each turnpoint and for the start gate, at least one point within the cylinder.

9.4. Task distance calculation

Observe the new guidelines of the FAI (International Aeronautical Federation) that establishes:

Task distance is the smallest path between takeoff and goal, considering the tangent of the radius of the other task turnpoints.

9.5. Turnpoints:

The pilot must deliver his GPS without turnpoints (private or previous competitions) to insert the pilot's identification and the official waypoints of the competition.

10. Ranking

Running points. It will be defined by the sum of the points that were not discarded in the competition. This will define the Brazilian champion of the year.

11. Brazilian Championship Access Group

To have access to the events of the Brazilian Championship, the pilot must be ranked according to the items described below:

- South Brazilian Championship: among the top 30
- Araxá Open Championship: among the top 20
- GV Open Championship: among the top 20
- XC Jaraguá Championship: among the top 20
- State Stages: among the top 10

* Exceptions will be judged by the technical committee of CBVL and a member of LBCP.

All of the above criteria must be proven, if not so, they will automatically cancel the pilot's entry on the competition.

11.1. Foreign pilots

They will be selected by the FAI ranking (WPRS) in order to guarantee technical level of the participants of the competition and not jeopardize the safety of the championship. In order to maintain equivalence to the Brazilian pilots, foreigners with a ranking below the average of the first 20 places of the SPORT of the season of the previous year will be accepted. By 2017, they shall have a WPRS ranking below 2190pts.

12. World team formation criteria

12.1. Ranking formation

A composition of results and factors in function of each pre-determined event will determine the ranking of the LBCP that will present the pilots to compose the world championship team, as follows:

- Brazilian championship
- Pre-World
- Paragliding World Cup (PWC) events
- South Brazilian Championship
- Southeast Challenge

12.2. Regional events

Regional Championships: South Brazilian Events and Southeast Challenge.

The points coming from these events will have a multiplication factor of 0.94, being able to compose the LBCP ranking with up to 03 point of these events (incorporating these 03 notes, also the PWC's / World results).

Note 1: The regional championships that will participate to compose the ranking of LIGA must use the same formulas and parameters of the Brazilian championship (item 6.3) duly proven. If the event does not follow these parameters, the points of the participants of this event are not valid and will be deleted.

Note 2: For this championship, up to 2 events can be used, i.e. the pilot can participate in all the championships referred to in item (12.2), but only two events can be chosen for generating the three grades to complement the formation of his ranking.

12.3. Brazilian championship

The grades achieved on the Brazilian championship events will have a multiplication factor of 1.

The total number of tasks that will compose the league ranking will be defined as 80% of the total tasks of the Brazilian championship.

Up to 3 World Cups, PWC's and southern Brazil may also compose the ranking. This must follow the validation factors and maximum values defined below.

Example 1: We have three tasks in the FIRST LEG and seven in the SECOND LEG. Total 10 tasks.

Then the ranking will consist of eight tasks.

Of these eight tasks, the pilot can choose up to three from outside the Brazilian (PWC, world and southern Brazil).

Example 2: There were three tasks in the FIRST LEG and four in the SECOND LEG, total seven tasks

The ranking will then consist of 5.6 events (with simple rounding, using only the whole part of the result - round down), then we will have five events.

Then we will have up to three events of other events like the PWC, World Championship and Southern Brazil.

Example 3: There were five tasks in the FIRST LEG and six in the SECOND LEG, total 11 tasks (80% = 8.8 tasks).

They will then count eight events, of which up to three of the events permitted outside Brazil comply with the pre-established criteria.

12.4. International events

Pre-World Competitions / PWC's: You can use up to two events, i.e. the pilot can participate in all the championships referred to in the item (12.4), but one must choose only two events so that they can be withdrawn three grades that will complement the formation of his ranking. These grades will have a multiplication factor as below:

Superfinals PWC events (multiplication factors 1.07) and PWC (multiplication factors 1.05) and PRE-WORLD events (multiplication factors 1.0), with the maximum value of the points allowed after multiplication. They can be 1025 and 1050 (as per table below).

- The maximum limit of 1025 after applying the multiplication factor (bonus) will be valid for the pilots who are placed in the top 15 of the competition's ranking (PWC event). This rule applies to limit the maximum to 1000 points for other pilots in the same competition (PWC event) and not to be among the first 15 (fifteen) places.
- The maximum limit of 1050 after applying the multiplication factor (bonus) will be valid for the pilots who are ranked among the top 05 in the competition ranking (PWC event). This rule applies to limit the maximum to 1000 points for other pilots in the same competition (PWC event) and not to be among the top 05 (five).

Single note: The minimum number of tasks that compose the ranking of the team are six. If this number is not reached, the grades of the complementary events mentioned above will be used with due correction factors.

13. Infrastructure

13.1. Ramp and accesses technical conditions

13.1.1. Access to the ramp

The route that will be used by the vans to transport the pilots, tourists and other guests between the HQ and the ramp, must be signposted with indicative signs and running conditions and access in perfect conservation state that allows easy and safe locomotion.

13.1.2. Grass cover condition

The lawn along the entire length of the ramp shall be trimmed and free of branches, stones and any other obstacle that may prevent check and safe inflations of paragliders.

13.1.3. Partitioned zones at the take-off area

The take-off area and the equipment checking area must be properly separated and protected from access to tourists and visitors. The access is restricted only to pilots enrolled in the event.

13.1.4. Shelter for pilots and technical staff

Pilots and technical staff of the event shall be at the disposal of shelters for protection and rest.

13.1.5. Bar

The bar or snack service will be allowed on the ramp, however, their actuation must be observed and follow the Sanitary Surveillance laws of the host city of the competition.

13.1.6. Toilets

It is mandatory to provide chemical toilets in the absence of toilets on the ramp.

13.1.7. Sound system

It is mandatory to provide a sound system that can aid in direct ramp communication.

13.2. Pilots and public safety

13.2.1. Rescue workers

It is **mandatory** the presence of at least two men and support vehicle on the take-off ramp with rappel equipment and vertical rescue.

13.2.2. Ambulance

The presence of the ambulance with an on-board ICU and a first aid/medical emergency specialist on the take-off ramp are mandatory.

13.2.3. Military police

At least 01 (one) military police vehicle is required to ensure the safety of participants and tourists.

13.2.4. Rescue helicopter

It is not obligatory, but the organizing team of the competition must have a memorandum registered at the nearest military air rescue unit in the city of the event, alerting and informing the athletic activities with a possible and imminent emergency trigger if needed.

13.3. Pilots and equipment transport vehicles

It is obligatory and the transport of pilots as well as equipment in open vehicles such as pickup trucks will not be allowed. The vehicles accepted are only closed and fit for this purpose.

Excess capacity will not be allowed. There shall be seats for everyone.

13.4. H.Q.

It shall preferably be in the same place, where all the information related to the competition, such as scheduling, results and weather forecast, etc. shall be included. The organization may change the location of the HQ and this change shall be announced at the day's briefing.

13.4.1. HQ location

It shall be chosen a place of easy access and preferably in the central area of the host city of the event. If another location is chosen even if it is far from the central area, the following criteria must be observed:

13.4.1.1. Technical conditions for choosing the HQ location.

- Being preferably a restaurant or a house with space and facilities that allow the meals of the pilots, as well as the existence of toilets;
- Space reserved for the technical team for results calculation;
- Internet connection available for results updating;
- Multipurpose printer (with installation CD) and office supplies.

13.5. Communications

For the support and safety of the event, the Organizers shall provide radios and cell phones to the technical staff.

Frequencies and emergency numbers shall be informed in advance and paste to badges, pilot maps and bulletin board, as well as they shall be announced every day before the start of the task using the sound system.

There will be at least three (3) frequencies available: Organization, emergency and rescue.

All vehicles involved in the rescue must be equipped with mobile or fixed communication equipment.

13.6. Maps

It is mandatory to distribute a regional map for each pilot enrolled in the event. This map shall contain a complete list of waypoints, radio frequencies, emergency numbers and report-back.

It is also mandatory to place an outdoor type map with a size of 3.00 x 2.00 on the takeoff ramp to assist the daily briefing and preview of the task.

13.7. Identification badges

It is mandatory and must be distributed to each pilot enrolled in the event for identifying the pilot's name and number, also containing event frequencies and report-back information.

13.8. Tee-shirts

It is mandatory to distribute at least one unit for each pilot enrolled in the event.

13.9. Helmet identification stickers

It must be mandatory and must contain the pilot's identification number.

13.10. Control files

There must be a list of all registered pilots with their respective numbers and will be used in 3 different situations:

- Transfer control card for going up to the ramp;
- Take-off control card;
- Report-back sheet.

13.11. Task board

A task board measuring 2.00 x 1.50m is compulsory and all information pertinent to the day's task must be included.

13.12. Take-off coordinator

There shall be one (1) take-off coordinator for every 40 registered pilots. He shall organize and supervise the take-offs including the priority order and the individual time limit of each pilot and shall form / lead its team of ramp assistants (sail openers). He will be directly subordinate to the Meet Director.

14. Prize Giving

For the Brazilian championship, the minimum award standard to be met (R\$7,000.00) is shown below and the distribution percentage among the rankings must be met. There will be 60% for the male OPEN ranking, 25% for SERIAL and 15% for SPORT.

Open Class

- ✓ 1st place - trophy + R\$ 1960,00
- ✓ 2nd place - trophy + R\$ 1340,00
- ✓ 3rd place - trophy + R\$ 900,00
- ✓ 4th place - trophy

✓ 5th place - trophy

Serial Class

- ✓ 1st place - trophy + R\$ 805,00
- ✓ 2nd place - trophy + R\$ 558,00
- ✓ 3rd place - trophy + R\$ 387,00

Sport Class

- ✓ 1st place - trophy + R\$ 483,00
- ✓ 2nd place - trophy + R\$ 335,00
- ✓ 3rd place - trophy + R\$ 232,00

Female Ranking

- ✓ 1st place - trophy
- ✓ 2nd place - trophy
- ✓ 3rd place - trophy

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 in the place of delivery of the award will not have the right to reclaim his award later.

Note 2: A podium with the 03 (three) first stage placements shall be set up by the event organization.

Note 3: The prize money will not be cumulative per pilot, that is, if the pilot wins in the "OPEN" category, being of the lower category, this pilot will only take the highest prize. And so on for other categories, SERIAL and SPORT. The gap value that remains of this award will go to the next pilot of the event ranking.

Note 4: If the organizer of a certain event of the championship increases the amount offered for prizes, the percentage described above must be maintained and may increase the number of winners per category.

15. General provisions

Doubts or matters not addressed in this regulation will be analyzed and judged by the Technical Director of CBVL, supported by the Technical Commission of the entity.

Matters specifically related to the event will be judged by the Protest Committee or by the Meet Director who, according to the matter, shall have the support of the Protest and Security Commissions and Meet and Safety Directors.



16. Attachments

Considerations for 2017.

16.1. Use of "SPOT" or any other means of satellite localization

In 2017, the spot device or any other satellite tracking system will be adopted as a mandatory security item for the Brazilian Championship events. The enrollment on the event will be validated only after the insertion of the tracking device number.

16.2. FAI license

From 2017, the FAI license will be adopted as mandatory so that the pilot can enroll in the Brazilian championship.