



Local Regulations

3rd FAI Panamerican Paragliding Championship

29 March – 7 April 2018 – Baixo Guandu, ES, Brazil

Approved November 20, 2017

Organized by
Associação Capixaba de Voo Livre (ACVL)

On Behalf of
CBVL, Confederação Brasileira de Voo Livre
A
ABVL- Associação Brasileira De Voo Livre

General

These Local Regulations are to be used in conjunction with the most recent versions of the FAI Sporting Code:

- General Section.
- Section 7 Common.
- Section 7 Guidelines and Template.
- Section 7A XC.
- Section 7A CIVL GAP Annex.

And of the:

- Organiser Agreement (including the bid documents).
- CIVL Competition Class Paragliders, 2015 and 2016 editions.

1 - Contacts

Organized by

Associação Capixaba de Voo Livre (ACVL)

Address ASSOCIAÇÃO CAPIXABA DE VOO LIVRE – ACVL, sito à Avenida Maruípe, nº 2791, bairro Santa Luzia, no Município de Vitória - ES

<http://www.hipoxia.com.br/panamericano>, Gadernal@yahoo.com.br

+5527996475031

On Behalf of

CBVL, Confederação Brasileira de Voo Livre.

ABVL- Associação Brasileira De Voo Livre

com sede em Av Prefeito Mendes de Moraes s/n, São Conrado, Rio de Janeiro, RJ - CEP-22610-090

+5521972089598, presidente@abvl.com.br, www.cbvl.com.br

Official website:

www.hipoxia.com.br/panamericano2018

Pre-registration link:

www.hipoxia.com.br/panamericano2018

2 - Officials

Main Organizer:	Marcos Aurelio
Meet Director:	Marcelo Ratiz
Safety Director & FAI coordination:	Dioclesio Resendo
Rescue Coordinator:	Roberto Tomas (Rato)
Transport and Retrieval:	Dioclesio Rosendo
Social Events Coordinator:	Paulo Lousada
Scorer:	Zenilson Rocha
Live tracking Coordinator:	Zenilson Rocha
Weather Forecast:	Lucas Machado
Headquarters Coordinators:	Carla Paraguaçu
Take-Off Marshall:	Almir Poltronieri
Goal Marshall:	Valtino Destefani (Costinha)
Public and Press Relations:	Camila Bonesi
Photograph & Video & Design:	Sergio kawakami
Steward:	Mitch Shipley (USA)

Jury President: Jamie Shelden (USA)
Jury member: To be appointed later
Jury member: To be appointed later

3 - Programme

Official Registration: March 30 – 09:00 to 17:00 – HQ.
Mandatory Safety Briefing: March 30 – 17:00 to 18:00 – HQ.
First Team leader meeting: March 31 – 08 :00 to 9 :00 am – HQ.
Official training task: March 31
Opening ceremony / Parade: March 31 – 19 :30 – HQ.
Contest flying days: April 1 to 7.
Prize-giving & Closing Ceremony: April 7 – 19 :30 – HQ.

The hours are subject to change. Any changes before the start of the competition will be posted on the website.

After the start of the competition, changes will be announced by the Meet Director at the Team Leaders briefing and posted on the official board at headquarters.

Daily Schedule

07:30 - Headquarters open.
08:30 - Team leader briefing.
09:00 - Transportation to take off.
10:30 - Task and Safety Committee meetings.
11:00 - Pilots' briefing.
12:00 - Take-off window opens.
16:30 - Scoring office opens.
17:30 - Safe landing report deadline.
21:30 - Scoring office closes.
22:00 - Provisional results.

The daily schedule is subject to change.

Any changes to the schedule before the start of the competition will be posted on the website.

After the start of the competition, changes will be announced by the Meet Director at the Team Leaders briefing.

4 - Entry

The maximum number of pilots in the championship is 150.

The maximum number of pilots that may be entered by a NAC is 80.

The maximum number of pilots constituting a national team is 6 total and 5 of one gender.

Pilots from other continents

As per Common Section 7-2.

If any spots remain available, the organiser may accept entries from pilots from other continents.

5 - Eligibility to compete

Eligibility to compete:
According to Section 7A 2.2.2.

The ranking reference date for qualification criteria, nation priority table and allocation is November 2017 ranking published on December 1, 2017.

Exceptions to pilot qualification requirements:
According to Section 7A 2.2.6.

6 - Application to compete

All applications must be made through the official website starting from November 1, 2017 and finishing on December 30, 2017. All information required on the application form must be filled in.

Application and information must be validated by the NAC or their official representative. NAC's are invited to submit applications for pilots in high enough numbers, so they can be included in case of extra allocation rounds. Application not validated by the NAC or their official representative will be disregarded. This includes non Pan American pilots, if any.

The Screening Committee
According to Section 7A-2
Members: To be appointed later.

7 - Allocation and payments

If more applications are received than the maximum number of pilots allowed in the championship, allocation rounds will be made according to Section 7A 2.3.
The first allocation round will be made and results published on the official website on December 31, 2017.

The entry fee payment process will start on December 31, 2017.
Confirmation of payment transfer must be sent to the organisers by email before January 15, 2018. Applications with fees paid, but not received or confirmed by the deadline will be refused.

After the first payment deadline, the allocation table will be updated. Any unpaid places will be re-allocated. The second allocation will be made on January 29, 2018, until no more places remain.

If any places remain, a third allocation round will take part for non Pan American pilots on January 29, 2018. These pilots will be selected according to their WPRS ranking.
The deadline for the final payment of the second and third round will be February 15, 2018.

After February 15, 2018, the organiser may accept any other pilot, Pan American or not, at his discretion, until the registration day of the competition, as long as said pilots fulfill the entry and eligibility to compete criteria.

8 - Entry Fee

The Entry fee will be:

- 250 US\$ per pilot.
- 50 US\$ per team leader.

Team leaders who are also pilots in the competition will pay only the pilot entry fee.

The Entry fee includes:

- Transport to the take-off and retrieve on the main routes for all competition days.
- Emergency rescue and first aid.
- Upload of turn-point's GPS coordinates.
- GPS track-log downloads.
- Competitor and glider identification.
- Color map of task area showing take-off, turnpoints, landing fields and restricted airspace and areas, with clearly visible grid matching the GPS coordinates used for the competition.
- ID card & safety/contact information.
- Lunch package & water.
- Competition souvenirs.
- Free access to all championship events and parties.
- Free internet (Wi-Fi) access at the HQ and Scoring Point.
- Live tracking service.

Entry fees for the top nation (Brazil) are to be paid to the following account:

FAI CIVL bank account details:

Address: Crédit Suisse Private Banking

Rue du Lion d'Or 5-7

Case postale 2468

CH- 1002 Lausanne

Switzerland

Account name: FAI-CIVL Fédération Aéronautique Internationale

Account Number (Euro): 0425-457968-32-6

IBAN Code: CH63 0483 5045 7968 3200 6

SWIFT/BIC Code: CRESCHZZ80A

Please indicate that the payment is the entry fee for 2018 PG Pan-American Championship, and from Brazil NAC.

Entry fees for the top 20 Brazilian pilots are to be paid to the following account:

Itau, ag. 0870 , cc 31844-1 Hipoxia Adventure sports , or following pague seguro link that will be sent to pilot after his approval.

Please indicate CIVL IDs of all the pilots you are paying for.

All other entry fees are to be paid to the Pay Pal link that will be sent to pilot after his approval.

Please indicate CIVL IDs of all the pilots you are paying for.

Refund policy

In the event of pilot withdrawing from the competition before February 15, 2018, and who cannot be replaced by another qualified pilot from that nation, a full refund will be offered. Cancellations received after this date will not be eligible for refund except at the organisers' discretion.

9 - Registration

Registration according to Common Section 7-5.2 and Section 7A-2. The official registration will be on March 30, 09:00 to 17:00 at HQ, located at Praça São Pedro, center. This is the central square of Baixo Guandu.

Entry forms will be completed, checked and signed during the registration. In order to speed-up the process of registration, the Team leaders can prepare and communicate the required documents to the organiser before the official registration.

Each competitor will be requested to present:

- Proof of identity.
- Satisfactory evidence of glider airworthiness.
- Proof of valid insurance as detailed below.
- Approved flight recorder with cable.

Each competitor will be requested to sign:

- Waiver Declaration (agreement on release of liability).
- Certified Glider Statement.
- Entry Form.
- Pilot Experience Form.

Pilots are responsible for making sure that they have an online FAI Sporting License valid for the whole competition.

10 - Insurance

The organisers require documentary proof in English of valid:

- Insurance covering public liability risk to the value of minimum 100.000,00 US\$ (one a hundred thousands US\$) must be presented to the organisers at registration.

The organiser will offer at the HQ prior to registration:

- Insurance covering public liability risk at a price of *US\$20*.

11 - Equipment

All equipment must abide by Section 7A-8 and 7A CIVL GAP Annex.

The Meet Director can request that any pilot's equipment be checked. Pilots must make available the glider or other equipment for checking immediately upon any such request.

Gliders will be checked after a complaint. Two checking methods are possible:

- Comparison with other gliders of the same model and size.
- Measurement according to the parameters described by the manufacturer.

Radios

Radio receivers are mandatory for all pilots. All pilots must stay in contact with the organizer at all times during the task through the safety frequency.

Radio transmitters are permitted.

Only frequencies allocated by the organizers may be used.

Safety frequency is 143.890 MHz.

Retrieval frequency is 148.115 MHz.

Other available frequencies will be advised at the first briefing.

Phone

The use of mobile telephones for landing reports and retrievals is highly recommended.

12 – Committees

Task advisory committee

It will include the steward and 2 pilots appointed by the Meet Director in agreement with the team leaders (see Section 7 Common 4.3.1).

Safety committee

It will include 3 pilots elected by the Team Leaders (see Section 7 Common 4.4.2).

13 - Take-off

Take off is Monjolo as described on the official website. Take-off covers E, NE, N wind directions, elevation 900 m asl, suitable for up to 150 competitors, reasonable access road, large green grass in the TO, clean, without any kind of obstacles.

It is characterized by highly defined house thermals making beginning of the task as well as start pylon waiting quite easy. It is on the top of the mountain with a broad view so it is easy for MD to monitor beginning of the task, possible overcrowding or other safety risks.

At the top of the mountain there is a large helicopter landing area.

During the competition, the take off area will be reserved for the pilots, the media and identified staff personal. The public in general will be kept outside the take-off area.

14 - Flying days

As required by Section 7A 3.9. a “day of flying” is defined as a day where the launch window has been opened. If a rest day is called, there will be no Team Leaders briefing on that day.

15 - Launch

Launch System

Free access through a gate to multiple starting points at the take-off, will be the main launch system in use during this competition. Helpers, serving each starting point, will be available on the take-off.

If necessary or, if requested by the Team Leaders or by the Task Committee, and accepted by the Meet Director, an ordered launch method might be used. The Task Committee pilots will have priority to enter the take-off area at any time, regardless of the launch system in use. First Task: the priority for ordered launch at take-off will be based on the current WPRS, thereafter position in the competition.

Wind speed

The maximum wind speed in which a task shall be flown is 7 m/s at launch measured at man's height. Launch may be suspended if the window has already opened and the maximum wind speed is attained, in which case the suspension time will be added to the window open time up to a maximum of 30 minutes of extension.

Re-launch

A competitor will be allowed a single launch only. A failed launch attempt or a safety problem arising immediately after take-off which results in a landing will not count as one take-off. In the

event of a technical problem immediately after launch, a pilot or Team Leader must ask permission from the Meet Director to top land. The pilot may only land after permission is given by the Meet Director. The pilot must report to the Take Off Marshal before a second launch. Pilots who do not follow this protocol will be awarded minimum distance only.

Launch Window

For the task to be valid, the take-off window must be open for at least 60 minutes.

16 - Airspace and other restrictions

No particular airspace limitations are present during this event.

The Safety Director will be in constant contact with the Civil Aviation Authorities.

In a case of non-scheduled, emergency or other flying activities in the area of the competition within the time frame when task for that particular day might be flown, information about any limitations or restricted areas will be given at the Task Briefing.

17 - Free flyers

Free flyers won't be allowed to take-off 10 minutes before the opening of the window and the window closing time, except with the permission of the Meet Director. They must not fly within the start area prior to the start time, fly the task route, nor enter the goal field.

18 - Safety issues

Medical Services

A first aid team will be present at take-off and the goal landing area for immediate response. This team will include a Doctor specialized in emergency and mountain rescue. The Doctor will be able to contact the National First Aid Service at any time. The NFAS can, if necessary, send a fully equipped helicopter and/or ambulance. One helicopter is available in about 35 - 40 min response, coming from Vitoria (about 100 km in straight line). Additionally, the fireman's brigade and a private rescue team has been contracted at event. They will have fully equipped vehicles for intensive treatment (oxygen, defibrillator, medicines) and are trained for rescue in difficult areas (climbing) and have a response time of about 30-45 minutes depending on the location.

Pilot reporting of safety

According to S7A 8.7. Pilot Safety Forms will be available at the goal area and at HQ. Pilots (or their Team Leaders for them) are encouraged to provide safety feedback using these forms. Although there is no penalty for not providing feedback, a pilot's score will be withheld from the published results until a Safety Form is received from the pilot (or team leader) as a reminder of the importance of providing such feedback on safety issues.

19 - Live-tracking

Public display will not be delayed.

By picking-up their live-trackers, team leaders and pilots acknowledge that using the live tracking information as a strategic aid to pilots is an unsporting behavior.

20 - Scoring

According to S7A-4 and 5 and S7A CIVL GAP Annex

Scoring program and CIVL GAP scoring formula will be published on the web site three months prior to the competition and printed on the information boards.

The GPS map datum is WGS 84 and UTM coordinates in the DDD MM.MMM format.

GAP parameters are proposed to be:

Nominal launch: 96%

Nominal distance: 35 km

Minimum distance: 8 km

Nominal goal: 20 %

Nominal time: 01:15

Score back-time in case of stopped task: 5 min

GAP parameters will be discussed and approved at the first Team Leaders' briefing. They will be published on the Task Board at the first official task briefing.

The primary source of scoring is Live Tracking logs, any other source that meets the requirements of S7A CIVL GAP Annex Section 4 and Section 7A-4 can be used as backup.

The maximum number of pilots scoring for the team is 3 as per S7A CIVL GAP Annex.

21 - Penalties

According to Section 7A-6 and as specified below:

Dangerous flying conduct, including cloud flying, is prohibited and will be penalized. Pilot Safety Forms will be available at goal and in main Headquarters. All pilots (or team leaders for their pilots) are encouraged to fill out the form to provide feedback to the Meet Director on the task safety level, including the reporting of dangerous flying conduct. There will be Air Marshals in the air looking for dangerous flyers and cloud flying.

Modified glider

As per Section 7A-6 and CIVL Competition Class Paragliders, 2015, v3.5

22 - Complaints and protests

As per General Section, Section 7 Common 12.7, and Section 7A-7. Team Leaders are encouraged to read Section 7 Guidelines, Chapter 7, before making a complaint or a protest.

If the provisional results are published before 10 PM, complaints must be submitted before 8:30 AM the next day.

If the provisional results are published after 10 PM, complaints must be submitted before 12 AM the next day.

For the last competition task, complaints must be submitted at the latest 1 hour after the publication of the provisional results.

The time of the publication of results is the time the results are posted on the results board at headquarters. Complaint and protest deadlines are extended 24 hours if they are occurring on a rest day.

The protest fee is US\$50. It will be returned if the protest is upheld.

CERTIFIED GLIDER STATEMENT

I, the undersigned, declare that the Class ... glider
(make)

..... (model) I will fly in the 3th Pan-American
Paragliding Championship 2018, from 1st to 10th of November is EN 926 certified.

Furthermore I declare that it is in certified configuration and I undertake not to alter this
configuration. I understand that I am the sole individual responsible for the integrity of my
glider.

Signed on this date: _____

Signature of Participant

/ _____ /

Printed name of Participant

Address of Participant

Signature of Witness

/ _____ /

Printed name of Witness

Address of Witness:

RELEASE OF LIABILITY, WAIVER OF LEGAL RIGHTS

Please read carefully. This is a release of liability, waiver of legal rights:

1. I am a participant in the 2nd Pan-American Paragliding Championship 2014 held at Baixo
Guandu in 30 march to april 7 2018 (collectively, the "Competition"). I acknowledge that
participating in the Competition or any other activity related there to (collectively, the
"Events") involves INHERENT DANGERS, may be HAZARDOUS and involves RISK OF
PHYSICAL INJURIES OR DEATH. I expressly assume all risks associated with participating
in the Events, including, without limitation to direct participation in the Competition or in
training sessions, accessing restricted areas, sharing area facilities with people not directly
involved in the Events and travelling in and between the Events' venues. Despite all the
risks, I voluntarily choose to take part in the Events. (Initials:.....)

2. In consideration of receiving permission to take part in the Events, I agree to release and
hold harmless the contest organizers, the property owners of the operation areas (including
launch and landing areas), the "Federation Aéronautique Internationale" and its "Commission
Internationale de vol Libre", their respective affiliates, agents, officers, directors, owners,
commission or jury members, contractors, volunteers, employees and insurers (collectively,
the "Released Parties") from any and all claims I might make as a result of physical injury,
including death, or property damage sustained in connection with the Events. I promise not
to sue the Released Parties and agree that if anyone is physically injured or property is
damaged while I am engaged in the Events, I will have no right to make a claim or file a
lawsuit against the Released Parties. The provisions of this paragraph 2 shall not apply to
misconduct determined to have been undertaken intentionally or recklessly.
(Initials:.....)

3. This Release of Liability, Waiver of Legal Rights supersedes any other agreements or
representations by or between the parties and is governed by the laws of Serbia. I intend this
document to be interpreted as broadly as possible. I agree that exclusive jurisdiction and
venue for any legal action shall be in Brazilian courts and such courts have personal
jurisdiction. (Initials:.....)

4. If any part of this agreement is determined to be unenforceable under the applicable law,
all other parts shall still be given full force and effect and the agreement shall be completed
in respect of the aspects covered by the part which is declared unenforceable as to give
effect to the intent herein expressed to the fullest extent permissible by law.
(Initials:.....)

I HAVE CAREFULLY READ THIS DOCUMENT AND I FULLY UNDERSTAND ITS
CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY, WAIVER OF
LEGAL RIGHTS AND I SIGN IT OF MY OWN FREE WILL.

Signed on this date: _____

Signature of Participant

/_____/_____

Printed name of Participant

Address of Participant
