



LOCAL REGULATIONS

**5thFAI Pan AmericanPARAGLIDING
CHAMPIONSHIPS Governador Valadares,
Brazil
April 8th TO April 16th, 2022**

Approved by CIVL Bureau on 24/10/2021
Modified on 02/12/2021

Organised by:

Ederson Dutra Godó and Prefeitura Municipal de Governador Valadares

On behalf of:

Confederação Brasileira de Voo Livre and Comissão de Aerodesporto Brasileira

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

FAI Sporting Code:

- General Section
- Section 7 Common
- Section 7 A – Cross Country
- Section 7 F - Guidelines and Templates
- Section 7 G – CCC Paragliders requirements
- Section 7 H – Flight recorders specifications
- Section 7 I – Guidelines and Templates

1 - Contacts

Organising NAC:

Comissão de Aerodesporto Brasileira: cab-nacbrasil@cab.org.br

Competition organiser:

Ederson Dutra Godó: godogv@yahoo.com.br

Official website: <https://www.valadaresparapente.com/>

Registration link: <http://www.zrsistemas.com.br/inscricoes/2022/panamerican/>

2 - Officials

Event organiser: Ederson Dutra “Godó”

Meet director: Vinícius Matuk

Safety director: Bill Lockwood

Rescue coordinator: Fernando Brandalize Zoio

Weather forecast: Lucas Machado

Life tracking, Transport and Retrieval: Fernando Brandalize Zoio

Scorer: Zenilson Rocha Ferreira

Headquarters Coordinator: Alexandre

Take-Off Marshal: Steve Barton

Goal Marshal: Thiago Clarice

Public and Press Relations: Maniane “Nani” Baez Neme

Photographs, videos: Sergio Kawakami

CIVL Steward: Jamie Shelden (USA)

CIVL jury President: Stephane Malbos (FRA)

CIVL jury members: Renato Yoshi Tsukamoto (BRA), one juror to be advised.

3 - Programme

Unofficial practice days : April 6-7 open to all competing pilots

Official training task : April 8

Official Registration: April 8 – 09:00 to 17:00 – HQ.

Mandatory Safety Briefing: April 8 – 17:00 to 18:00 – HQ.

Opening ceremony/Parade: April 8 – 19:30 – HQ.

First team leader meeting: April 9 – 08:00 to 9:00 am – HQ

Welcome Dinner: April 8 – 20:30 – HQ.

Contest flying days: April 9 to 15 .

Prize-giving & Closing Ceremony: April 16 -- 19:30 -- HQ. No flying on closing ceremony day.

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. They will be posted on the official board at headquarters or sent to all team leaders (SMS, email, Telegram... To be decided at the first Team leader's briefing).

Typical schedule on training and competition days

7:30 am – Headquarters open.

8:30 am – Team leader briefing.

9 am – Transportation to take off.

10:30 – Task and Safety Committee meetings.

11:00 – Pilots' briefing.

12:00 – Take-off window opens.

4:30 pm – Scoring office opens.

5:30 pm – Safe landing report deadline.

9:30 pm – Scoring office closes.

10 pm – 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 and sent to all team leaders (SMS, email, Telegram...).

4 - Entry

The maximum number of pilots is 125.

There is no limit on the number of pilots per nation.

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 Common – 2.5.3

Eligibility to compete:

- Between January 1, 2020, and December 31, 2021, pilots must be ranked in the top 1500 in the World WPRS for paragliding or scored a minimum of 20 WPRS points in any single FAI sanctioned event.

At the time of the first allocation:

- Pilots must have the official support of their NAC.
- Nations are ranked according to the January 1, 2022 WPRS.

Exceptions to pilot qualification requirements:

According to Section 7A – 2.2.6.

CIVL Screening Committee: to be announced

All applications must be made through the official website starting from (to be announced)

All information required on the application form must be filled in.

5 - Allocation and payments

If more applications are received than the maximum number of pilots expected, allocation rounds will be made according to Section 7A – 2.3.

- On January 10, 2022, the first allocation will be made and results published on the official website.
- From January 10 to 17, entry fees must be paid. The proof of entry fee payment must be sent immediately to the organisers.

It is the proof of payment that is considered for confirmation of the spots allocated. Without proof of payment, the spot is freed and assigned to the 2nd allocation.

- On January 18, the second allocation will assign available spots. The entry fees will have to be paid and proof of payment sent before January 25.
- On January 26, a third allocation may take place. The third allocation will be open to non-Continental pilots if spots remain available after Pan-American pilots are allocated. The entry fees will have to be paid and proof of payment sent before February 2.
- If any spots is freed before the start of the event, it will be allocated following the same allocation principles.

6 - Entry Fee

The Entry fee will be:

—250 Euro per pilot.

—50 Euro per team leader / assistant.

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 turnpoints 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 fee for non-Brazilians

- Payment made by NACs: preferred method is PayPal, link will be sent on request, if not possible contact organizer for Bank Transfer details. All Pilots CIVL IDs must be included on the payment instructions.
- Payment made by foreign pilots: if possible, payment should be made via NAC. If not possible, after receiving NACs approval Pay link will be sent to pilot. Pilot ID must be included on the payment.

Entry fee for Brazilians

- After receiving Brazilian NAC approval, payment should be made via PIX system only available for local residents (with CPF).

Refund policy

In the event of a pilot withdrawing from the competition before March 9, 2022, a full refund will be offered (minus administrative fee of 40€).

Cancellations received after this date will be eligible for a refund at the organisers' discretion.

7 - Registration

Registration will be done according to Section 7 Common – 5.2 and Section 7A – 2.4.

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

8 - Insurance

The organisers require documentary proof in English of a valid:

- Insurance covering public liability risk to the value of at least 100,000.00 US\$ (one a hundred thousand US\$) must be presented to the organisers at registration.

The organiser may offer at the HQ prior to registration insurance covering public liability risk (amount to be announced) at a price of US\$ (to be announced).

9 - Equipment

All equipment must abide by Section A - 4 and 8 and CIVL GAP.

This includes CIVL approved flight instruments.

See: <https://www.fai.org/page/civil-xc-instrument-accepted>

Radios

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

Radio transmitters are permitted.

Only frequencies allocated by the organisers may be used.

- Safety frequency is 144 450 MHz.

- Retrieval frequency is 144 550 MHz.

Other available frequencies will be advised at the first Team Leaders briefing.

Phone

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

Contest number

As per Section 7 Common – 5.2.4.

The competition numbers must be placed under the centre of the wing, top towards the leading edge. Pilots must indicate if they need numbers on the registration form, they will be available for sale for R\$3.00 per stick.

Pilots who already have numbers at their wing must indicate the number at the registration form.

The priority for numbers will be 2021 PWC Number, Brazilian Ranking, WPRS.

It is not allowed to have a second number on the glider beside the official competition number.

Satellite trackers

Trackers like Spot and Delorme will be monitored in case of landing in areas with no telephone coverage at the following email/phone number. (FILL)

10 - Committees

As per Section 7 Common 4.3.1 and 4.4.2.1

Pilots can apply for the Committees until the end of the official registration.

Pilots of the committees will have priority to enter the take-off area at any time.

11 - Take off site

Take off is Ibituruna as described on the official website. Take-off covers S, SE, NE, N and NO wind directions, elevation 1000m ASL, suitable for up to 150 competitors, good access road.

During the competition, access to the take-off area will be allowed only to pilots, the media and identified personnel. The general public will be kept outside the take-off area.

12 - Launch

Launch system

Free access through gates 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 may be used.

Priority

First Task: the priority for ordered launch at take-off will be based on the current WPRS points.

Daily: 15 best placed pilots and 3 best women pilots according to their total daily competition results.

The Task and Safety Committee pilots will have priority to enter the take-off area at any time, regardless of the launch system in use.

Relaunch

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.

Wind speed at take off

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.

13 - Airspace and other restrictions

Pilots should respect the Airspace limitations. Even in case of a given penalty, pilots should not breach the limitations again. For example, a pilot feeling that they have zeroed the day must not fly above the limited area intentionally. Pilot doing that will not be allowed to participate in the competition for the remaining days and may as well respond to a legal process by authorities.

As per item 6.3.2. of the S7A, QNH will be used. Adjustment to be written on the board daily by the Meet Director.

14 - Safety issues

Any airspace restrictions will be published approximately two weeks before the event as the aeronautical authority only publishes any applicable restrictions at that time.

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 the task for that particular day might be flown, information about any limitations or restricted areas will be given at the task briefing.

Free flyers and media

According to Section 7 Common - 8.5.

Free flyers won't be allowed to take off before the opening of the window and the window closing time, except with the permission of the Meet Director. Pre-flyers may be allowed to take off before the opening of the window with the permission of the Meet Director as long as they register themselves as pre-flyers prior to the flying day. They must not fly within the start area prior to the start time, fly the task route, nor enter the goal field.

15 - Task Setting

Task advisory committee

It will include the steward and 3 pilots.

Safety committee

It will include 3 pilots.

16 - Goal

The goal line may be a cylinder or a “line” as described in Section 7 XC Scoring 6.3.1. A physical reference may be used.

17 - Scoring

According to S7A - 4 and 5 and S7F.
The latest version of GAP and FS will be used.

The primary source of scoring is the live trackers.

A pilot may use multiple GPSs for verification and backup. Each pilot must designate the primary logger that will be downloaded as backup, to be used only in case of a malfunction of the live trackers.

Back-ups must comply with the CIVL accepted instrument list, published on the CIVL web site. It is at the discretion of the Meet Director to allow further units to be presented as a source of the track log.

GAP parameters are proposed to be:

- Nominal launch: 96%
- Nominal distance: 60 km
- Minimum distance: 5 km
- Nominal goal: 30%
- Nominal time: 1:30 am
- Score back-time in case of stopped task: 5 minutes

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

Leading Points as per PWC 2019.

The GPS map datum is WGS 84 and the coordinate format to be used is UTM.

18 – Live Trackers

The organisation will provide live trackers to all pilots. Live Trackers are essential for safety and retrieve. They will also be used as the primary source for scoring.

Every morning, each pilot must pick up his own live tracker. Picking it up is considered as registering for flying.

Pilots must keep them during the flight, always turned on. They must give them back at goal or at the headquarters immediately after they have been retrieved.

In case of a malfunction of a live tracker, it is a pilot's responsibility to report that immediately to the Live Tracking Manager, Safety or Meet Director.

In case of loss or damage of a live tracker, the pilot will be charged €250 for compensation.

19 - Penalties

As per Section 7A – 6.

Not bringing back the Live Tracker to the headquarters as soon as possible after landing will be considered as unsporting behaviour. First offence: warning. Second offence: 0 for the day.

Breaching of airspace intentionally: eliminated from the event as explained in item 13.

Airspace penalties, horizontal and vertical: 10 points per meter till a maximum of 50 m, then zero points for the day.

20 – Complaints and Protests

As per General Section and Section 7A – 7.

Pilots and Team Leaders are encouraged to read Section 7I – Guidelines and Templates – chapter 7, before making a complaint or a protest.

If provisional results are published before 10:00 p.m., the complaint deadline is 8:30 a.m. the next day.

If provisional results are published after 10:00 p.m., the complaint deadline is 10:30 a.m. the next day and at least 4 hours after the publication of the provisional results.

The protest fee is US\$50.