



LOCAL RULES

19TH FAI PARAGLIDING WORLD CHAMPIONSHIPS

AUGUST 30 - SEPTEMBER 13, 2025



Organised by

Associação Capixaba De Voo Livre – ACVL

On behalf of

Comitê Aerodesportivo do Brasil

19TH FAI

PARAGLIDING

WORLD CHAMPIONSHIP

CASTELO, ES - BRAZIL 30/08 A 13/09

Approved by CIVL 17 May 2025

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 – XC Scoring
- Section 7 G – CCC Paragliders requirements
- Section 7 H – Flight recorders specifications
- Section 7 I – Guidelines and Templates
- Section 7 J – Jury Guidelines

1 – Contacts

Organising NAC:

Comitê Aerodesportivo do Brasil

<http://www.cab.org.br>

Email secretario@cab.org.br, presidente@cab.org.br

Address: Av. Presidente Vargas, 962, Sala 1004 - Centro

CEP 20071-002 Rio de Janeiro, Brazil

Phone +55 31 9982-1140, +55 11 99167-3524

Competition organiser :

Associação Capixaba De Voo Livre – ACVL

Avenida Maruípe, nº 2791, bairro Santa Luzia, no Município de Vitória – ES

Phone number: +5527996475031

E-mail: frankbrown70@yahoo.com.br

Registration Website <https://civlcomps.org/event/pg-worlds-2025>

HQ Location: Praça Três Irmãos - Centro, Castelo - ES, 29360-000, Brazil

<https://maps.app.goo.gl/qzjiXjtN5DxY9oWm7>

2 – Officials

Event Organisers	Frank Brown	(BRA)
	Marcos Aurelio Pinheiro	(BRA)
Meet Director	Vinicius Santos Matuk Ferreira	(BRA)
Safety Director	Marcelo Ratiz	(BRA)
Rescue Coordinator	Marcos Aurelio Pinheiro	(BRA)
Live Tracking Coordinator	Elena Filonova	
Weather Forecast	TBD	
Transport and Retrieval	Fernando Brandalize (Zoio)	(BRA)
Scorer	Zenilson Rocha	(BRA)
Headquarters' Coordinator	Leozinho	(BRA)
Take-Off Marshal	Ricardo Fernandes (Rato)	(BRA)
Goal Marshal	Everaldo Siqueira (Costinha)	(BRA)
Doctor		
Public and Press Relations		
Ceremonies & social events		
Sponsors and Partners		
Task Committee	TBD	
Safety Committee	TBD	
CIVL Steward	Goran Dimishkovski (MKD)	

CIVL Jury President	Igor Erzen	(SLO)
CIVL Jury Members	Cristiano Pereira	(POR)
	Ivan Lukanov	(MKD)
CIVL Screening Committee	Igor Erzen	(SLO)
	Bill Hughes	(USA)
	Zeljko Ovuka	(SRB)
CIVL Communication	Elena Filonova	

3 – Programme

Saturday, August 30th at HQ

10:00 to 18:00	Free Flying
18:20 to 19:20.	1 st Team Leaders Briefing

Sunday August 31st

09:00 to 18:00	Registration
10:00 to 17:00	Unofficial Training
17:45 to 19:00	Mandatory Safety Briefing
19:15 to 21:00	Opening Ceremony

Monday September 1st

09:00 to 18:00	Official Training
19:00 to 20:00	Second Team leaders briefing – if requested

September 2nd to 12th

Contest Flying Days

September 13th

11:30	Closing & Award Ceremony
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A pilot's party will be organised during the event, preferably on an evening with no task the next day.

The timetable is subject to change.

Any changes made before the start of the competition will be posted on the website and/or communicated to the pilots.

After the start of the competition, any changes will be announced by the Meet Director at the pilots' and team leaders' briefings. They will be posted on the official communication groups announced for this competition (e.g. SMS, email, WhatsApp and Telegram).

Typical schedule on training and competition days

- 07:45: Headquarters open
- 08:00: Team Leader meeting
- 08:30: Transportation to take off
- 10:15: Task and Safety Committee meetings
- 11:00: Pilot briefing/Task briefing
- 11:30: Take-off window opens (depending on the actual weather conditions)
- 16:00: Scoring office opens
- 20:00: Provisional results (depending on the last pilot being retrieved)
- 20:30: Scoring office closes

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 pilots' briefing or the Team leaders' briefing. And sent to all TL via defined communication channels (WhatsApp, email, Telegram)

4 – Entry

The maximum number of pilots is 130.

The maximum number of pilots constituting a national team is 4 in total, with a maximum of 3 of the same gender.

Of those 4 team pilots, every day two best scores will be used for the team results.

The composition of the national team should be defined by NAC from their allocated pilots not later than the 1st competition task and cannot be changed after the opening of the 1st task.

5 – Eligibility to compete

As per Section 7A 2.2.2.

The ranking reference date defining the qualification criteria, the nations' priority table, and allocation is the May 2025 ranking, published on June 1st, 2025.

To be accepted in the competition the pilot must have their NAC approval. The form to be completed by the NAC is in the Downloads section of the registration website:

<https://civlcomps.org/event/pg-worlds-2025>

Exceptions to pilot qualification requirements

As per Section 7A.

6 – Application to compete

All applications must be made through the Registration website:

<https://civlcomps.org/event/pg-worlds-2025>

All information required on the application form must be complete.

7 – Allocation and payments

Allocation will be done according to Section 7A.

The ranking reference date defining the nation's priority table and allocation is May 2025, as published on June 1, 2025.

The NACs must provide team declaration forms and pilots approval not later than June 19th, 2025.

The first allocation round will be held on June 20th, 2025, and its results will be published the following day.

Pilots must pay their entry fees before July 1st, 2025.

It is mandatory to send the entry fee payment proof to the organizers via email at the time of payment. This proof of payment will be used to confirm the allocated spots. Without proof of payment, the place is freed and reassigned to the second allocation.

If needed, the second allocation round will be held on July 1st, 2025, and its results will be published the next day.

Entry fees and confirmation of payment must be sent to the organizers via email by July 10, 2025.

Between July 10th and August 16th, 2025, if a vacancy occurs due to a cancellation or any other reason, that spot will be reallocated according to the same principle as the previous allocations.

After August 16th, 2025, and until the first pilots task briefing, a missing pilot from a nation can only be replaced by a qualified pilot from the same country and who has the requisite NAC approval.

8 – Entry Fees and Payment

The Entry is:

- Pilots: €580
- Team Leaders: €310

The Entry fee includes for pilots and team leaders:

- Coloured digital map of the task area showing take-offs, turnpoints, landing fields, and restricted airspace and areas, with a clear visible grid matching the GPS coordinates used for the competition
- For the team leaders, a laminated map and an erasable pen as needed to brief their team.
- ID card with safety/contact information
- Contest numbers when necessary
- Transport to take off
- Retrieve for all competition days (on request)
- Turnpoints with GPS coordinates
- GPS track-log download
- Restricted airspace file
- Live tracking
- Lunch pack and water
- Goodies
- Free access to all events and parties
- Free internet access at the take-off area and the HQ
- Emergency rescue and first aid medical service

Entry fee payment

The top three nations and Serbia are required to pay their entry fees directly to the FAI

UBS Switzerland AG

Rue du Lion d'Or 5-7

1002 Lausanne

Account name: FAI - Fédération Aéronautique Internationale

SWIFT/BIC Code: CRES CHZZ 80A

IBAN Code: CH65 0483 5045 7968 3100 0

It is important to reference event payments made to the FAI by quoting event number 17635.

Entry fees of the other nations are to be paid to the following account or by credit card:

<https://wise.com/pay/me/frankthomasb1>

Frank Thomas Brown

BIC: TRWIBEB1XXX

IBAN: BE91 9674 8461 3376

Bank address :Wise

Rue du Trône 100, 3rd floor

Brussels

1050

Belgium



Please indicate that the payment reference by quoting:

- PG Worlds 2025
- Your name
- CIVL ID

If an NAC makes the payment for their team, please specify the country, the names of the pilots, their CIVL IDs, or the number of pilots.

Refund policy

In the event of a pilot withdrawing from the competition before July 30, 2025, a full refund will be made, less a deduction of 50€ for administrative fees.

Cancellations received after this date will not be eligible for a refund, except at the organisers' discretion.

There is no charge for changing pilots within the same team.

9 – Registration

Registration will be conducted by Section 7 Common, 5.2, and Section 7A, 2.4.

Entry forms must be completed, checked, and signed at registration.

An online FAI Sporting License is mandatory for all pilots.

Each competitor will be requested to present:

- Proof of his/her identity and nationality
- Certificate of insurance as detailed
- Signed registration form and liability waiver.
- Back-up GPS logger and suitable connection cable if necessary.

Warning!

The pilots' safety briefing, scheduled for August 31, 2025, at 17:45, is mandatory.

Pilots who do not attend this meeting will not be permitted to fly in the competition.

10 – Insurance

The following insurances are needed to participate in this event:

- Insurance covering public liability risk to the value of at least €10,000 (ten thousand euros). This should cover:
 - Individual accidents, covering paragliding-specific activities outside the pilot's country of residence.
 - Repatriation coverage.

Although basic medical service is state provided in Brasil, private medical insurance is highly recommended.

Appropriate documentary proof in English will be required to present at registration, showing valid insurance.

Corresponding insurance will not be offered on-site.

It is solely the pilot's responsibility to provide the above-listed insurance during the official registration.

If the pilot fails to present the required insurances during the registration process, he/she will not be allowed to participate in the Event.

The fact that the organizer accepts the pilot's insurance does not relieve the pilot of his/her responsibilities.

11 – Equipment

All equipment must abide by Sections 7A and 7H.

This includes CIVL-approved flight instruments at FAI Cat 1 events.

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

Flight instruments must include barometric altitude measurement.

It mandatory for every pilot to have a personal satellite tracker (InReach, Spot).

Mobile phones

Local SIM is preferable. If a foreign SIM card is used, the pilot must ensure that there is sufficient credit for both data and voice communications.

The organisers will inform where appropriate that SIM cards may be purchased.

VIVO has the best coverage in the area; other carriers have significantly lower coverage.

All pilots are required to install Telegram on their phones.

(See <https://play.google.com/store/apps/details?id=org.telegram.messenger> or <https://apps.apple.com/us/app/telegram-messenger/id686449807>)

Radio

As per Section 7A - 4.5.3.

Radio receivers are mandatory for all pilots. Voice-activated microphones (VOX-operated) are strictly prohibited. Radio transmitters are permitted.

The pilot's radio transmitter must have the TOT function set to less than 60 seconds.

- Pilots' safety frequency is: 144.750 MHz
- Retrieval frequency is: 144.550 MHz
- The emergency frequency is to be advised during the mandatory Safety Briefing.
- Other available frequencies will be advised at the first briefing

It is mandatory to have the radio tuned into the pilots' safety frequency while flying.
It is mandatory to have the radio that can receive and transmit on the safety frequency.

Equipment controls as per Section 7 Common 7.3.3, Section 7A 8.4.2, and Section 7G 9.

12 – Committees

Task Advisory Committee

The Task Advisory Committee – as per Section 7, 4.3.1. will include the FAI steward, and three pilots.

Members will be proposed by the Meet Director and the Safety Director, in agreement with the FAI Steward, to the team leaders for approval at the First Team Leader Briefing. Voting will be performed on the proposal.

The Meet Director and the Safety Director will ensure that pilots proposed to become members of the TAC have international competition experience of the highest level, knowledge of the local area, and a good reputation for fulfilling such duties in the past.

Safety Committee

It will include three pilots.

On the proposal of the Meet Director, they will be elected at the first Team Leaders Briefing.

13 – Take off-site

See <https://civlcomps.org/event/pg-worlds-2025/info#site>

14 – Launch

Launch system

Free access through a gate to multiple starting points will be the primary launch system in use during this competition.

An ordered launch may be used at the discretion of the MD, as per Section 7A.

Priority

The top 5 women and 15 men will have priority to enter the take-off area at any time. The priority of the first task will be defined by the rank of participating pilots in the current WPRS ranking.

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

Relaunch

As per Section 7A 3.3.9

No re-launches will be permitted except for failed attempts or safety problems.

For safety-related issues, it is at the MD's discretion to qualify an issue as a "safety issue" after the pilot took off and to grant a re-flight.

Wind speed at the take-off

The maximum wind speed at which a task shall be flown is 28 km/h, measured at take-off approximately 2m above the ground. Wind speed will be determined by the Meet Director or Safety Director using their own devices. No other measurement will be considered official.

Launches may be temporarily suspended if the window has been opened and the maximum wind speed has been exceeded. If such a case occurs, suspension time will be added to the window open time up to a maximum of 30 minutes of extension. Start time is not changing in this case.

15 – Goal

The goal line may be a cylinder or a 'line' as described in Section 7 XC Scoring 6.2.
A physical reference line may be used.

16 – Airspace and other restrictions

Airspace and Protected Areas

Controlled airspace and protected areas information, if any, will be available on the event website in OpenAir format.

17 – Penalties

As per Section 7A – 6 at the time of the championship.

Penalty for not taking the live-tracker: zero for the day

18 – Safety issues

Search and rescue and including the use of helicopter is a free service provided by the state.
The public health system in Brazil provides free medical, hospital, and helicopter evacuation services.

Assisting injured pilots

As per Section 7A.

Report back

Pilots must send their "report back" within a 15-minute interval after landing, by whatever means specified by the organisation.

Failing to submit a report may result in a penalty, as determined by the meet director's discretion.

First offence: 1 point penalty

Second offence: Zero for the day

Third offence: Expulsion from the competition

In case of dispute, the time-stamp of the report back message can be used to prove good faith (Message time, phone time, screenshot...).

Pre-flyers and other flyers

As per Section 7 Common.

Free flyers won't be allowed to take off from the official launch area 15 minutes before the opening of the window and 15 minutes after the last pilot has launched, except with the permission of the Meet Director.

Official wind-dummies will take off at the request of the Meet Director and will not fly the task route.

19 – Scoring

The CIVL GAP formula 2025 will be used, along with FS scoring software.

The scoring formula parameters will be published on the website and displayed on the information boards.

The parameters to be validated at the mandatory safety briefing are:

- Nominal launch: 96%
- Nominal distance: 50km
- Minimum distance: 6km
- Nominal goal: 30%
- Nominal time: 1:30

The GPS map datum is WGS 84.

The primary source of scoring is GPS logs received from the Flymaster Live tracking System. All other instruments that pilots may have (a maximum of two) are considered backups. Only GNSS altitude as recorded on flight instruments will be taken into account. The barometric altitude of the track logs will not be used as evidence in the event of a dispute.

Stopped task

The Meet or the Safety Director will announce the stopped task and stop time on the pilots' safety frequency. The time of stopping is the first round minute following the MD's announcement and must be specified at the official communication groups announced for this competition. In addition, this stopped task and stop time may be notified by other means.

The score-back time is 5 minutes.

Task is scored as per Section 7A 3.5 and 7 F XC scoring (CIVL GAP)

- Pilots must land as soon as possible after a task is stopped. Pilots who continue to fly may be penalized.
- The bonus glide ratio is 2.5. It applies to the pilot still flying at the moment of stopping.

20 – Live-trackers

GSM trackers

The organisation will provide all pilots with GPS live trackers. Live trackers are crucial for ensuring safety and facilitating retrieval. They will also be used as the primary source for scoring and to achieve significant media impact.

Every morning, each pilot must pick up their live-tracker. Picking it up is considered registering for flying.

Pilots must keep them during the flight, always turned on. They must return them to headquarters immediately after they have been retrieved.

Pilots who suspect that a live tracker is not functioning correctly must contact the Meet Director, Safety Director, or Live Tracker Manager immediately.

In the event of loss or damage to a live tracker, the pilot will be required to pay a €250 compensation. If that is not achieved, the request will be passed to the respective NAC.

Satellite trackers

Each pilot should have a satellite tracker to use during the competition.

The pilot must provide the live tracking link to their satellite tracker during the registration.

The pilot is responsible to charge their own satellite tracker and make sure it is working during the event.

21 – Complaints and protests

Complaints should be made in writing to the Meet Director by the Team Leader in English. They must be made within 4 hours of the publication of the provisional results posted on the official communication groups announced for this competition. If provisional results are published after 22:00hrs, the complaint deadline shall be no earlier than 11:00hrs the next day.

For the last two competition tasks, complaints must be submitted no later than 1 hour after the provisional results are published on the official communication groups announced for this competition, and/or at the official team leader's communication group.

Suppose the complainant is not satisfied with the Meet Director's response. In that case, a protest may be made to the Meet Director by the Team Leader in writing, in English, within 12 hours of the result of the complaint being published on the official communication groups announced for this competition and/or on the official Team Leader's communication group. The Meet Director will immediately pass the protest to the Jury President.

For the last two competition tasks, protests must be submitted within 1 hour of the publication of the ruling on the complaint.

Protests and rulings on protests shall be published on the official communication groups and/or at the official team leader's communication group.

Complaint and protest deadlines are extended by 24 hours if they fall on a rest day.

The protest fee is €100. It will be returned if the protest is upheld.

22 – Rest days

As per Section 7A 3.9.