



Bulletin #1 (19<sup>th</sup> January 2022)

## Welcome:

The Brazilian Gliding Federation would like to invite all National Aeroclubs of the Americas and special guests to participate in the 4<sup>th</sup> FAI Pan-American Gliding Championships that will be held in the following two classes:

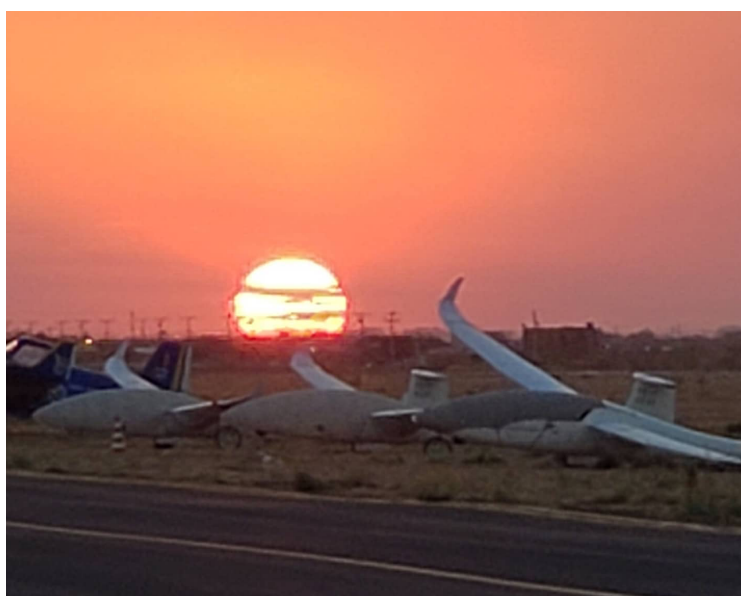
- Monotype Class Jantar Std SZD 48-1 and 48-3
- 15 Meter Handicapped Class\* (Subject to FAI approval of handicaps)

The Championship will take place in Luis Eduardo Magalhães (LEM), Bahia, at the Luis Eduardo Magalhães Airport.

Bahia is one of 26 states of Brazil and is located in central Brazil. It is Brazil's second biggest state.

**Luís Eduardo Magalhães (LEM)** is a municipality in the western part of the State of Bahia, Brazil. The town's main business is agriculture, and it is known as the Brazilian capital of agribusiness. The city is located in the heart of a rapidly growing agribusiness region and as a result it is the fastest growing city in Brazil. Luís Eduardo Magalhães (LEM) has limits with the municipalities of Barreiras (100 km or 62 miles), and with the State of Tocantins. It is located at a distance of 470 km (340 miles) from Brasília (DF), 947 km (or 588 miles) from Salvador, 1,282 km (797 miles) from São Paulo. In the year of 2020, it had a population of 90 162 inhabitants, in an area of 4,245 km<sup>2</sup>. <https://luiseduardomagalhaes.ba.gov.br>

Our flying area is a beautiful mosaic of agricultural land. We hope you will join us for 14 days of competitive and challenging flying.





## 1. CHAMPIONSHIP DETAILS

### 1.1 Championship Organizer

The championship will be organized by the Brazilian Gliding Federation – FBVP, with the support of the Comitê Aerodesportivo do Brasil – CAB.

**Address** FEDERAÇÃO BRASILEIRA DE VOO EM PLANADORES  
Praça Rocha Falcão 47, sala 05  
05115-120 São Paulo , Brasil

**Email** [pagcbrazil@gmail.com](mailto:pagcbrazil@gmail.com)  
**Official website** <https://www.planadores.org.br/panamerican>  
**Social Media** <https://www.facebook.com/pagcbrazil/>  
<https://www.instagram.com/pagcbrazil/>

During the preparation phase, email is our preferred means of communication.

### 1.2 Location of the event

Airfield name	Luís Eduardo Magalhães
ICAO-Code	SWNB
Airfield frequency	123.45 MHz
Airfield coordinates	12° 4,6' S; 45° 42,41' W
Airfield elevation	764 m/2506,56t AMSL
Time zone	CEST (UTC + 3 h)

### 1.3 Competition Management and Officials

Contest Manager: Valéria Caselato

Contest Director: Saulo Vidal

Ground Operations Director: Ricardo Freitas

Assistent Ground Operations: Izaias Magalhães

Tasksetter: João Alexandre Widmer (Batata) and Julio Ribeiro

Chief Scorer: Luis Augusto Valença

Assistant Scorer: Renato Martella de Almeida

Meteorology: Franco Villela, Milton Soares and Rubens Villela

Chief Towpilot: Raphael Lucchesi

Sniffer: EVVAFA



## IGC OFFICIALS

Jury President: Alfonso Soto (Chile)

Remote Jury: Bruno Ramseyer (Ireland) and Rene Vidal (Chile)

Chief Steward: TBA

Steward: TBA

## Contact

Contest Manager: Valéria Caselato

Email: [pagcbrazil@gmail.com](mailto:pagcbrazil@gmail.com)

Address: 621 Madre Teresa Avenue, São José dos Campos, São Paulo State.

Brazil 12.245-680 Phone: +55 12 997188607

## 1.4 Schedule & Registration

The entry form for claiming entries by the NAC is published on the website, in DOCUMENTS.

Preliminary Entries Due	Abril 30, 2022
Final entries due	May 31, 2022
Reserve pilots may be accepted	June 30, 2022
Unofficial training	September 1 – 3, 2022
Registration Period	September 4 – 9, 2022
Official training	September 4 – 9, 2022
Compulsory training	September 8, 2022
Technical inspection	September 3 – 9, 2022
Configuration change closes	September 9, 2022
First official Team Captain briefing	September 6, 2022
Opening Ceremony	September 10, 2022
Contest flying	September 11 – 23, 2022
Farewell Party	September 16, 2022
Closing Ceremony and Prize giving	September 24, 2022



## **2. GENERAL INFORMATION**

### **2.1 Language**

The official language of the championship will be English.

### **2.2 Covid-19 regulations**

During the contest period, regulations may be applied by the relevant authorities in order to limit spreading Covid-19 infections. Such regulations will be announced by the contest organizers as early as possible.

### **2.3 Championship classes and number of participants**

The 4<sup>th</sup> FAI Pan-American Championships (4PAGC) will be held in two classes.

- 15 meter Class Handicapped ( Subject to FAI approval of handicaps )
- Monotype Jantar Std SZD 48-1 and 48-3

Entries per class will be determined as defined in Sporting Code Section 3, Annex A. The maximum number of gliders is 40 including reigning Continental Champions (3 pilots) and guests (3 pilots).

Each NAC may enter 3 pilots per class and submit a list of reserve pilots. Reigning World Champions are entered in addition to their NAC 3 pilots per class quota. Reserve pilots may be allowed to enter the competition after the close of final entries if the total number of allowed gliders have not been reached.

### **2.4 Competition Rules**

The following general rule documents are applicable to the championships:

1. Sporting Code General Section in its latest revision
2. Sporting Code Section 3 in its latest revision
3. Sporting Code Section 3, Annex A in its latest revision

The valid version of these documents will be published on the competition website.

Additional rules will be published:

1. In the Local Procedures document
2. In the official self-briefing document which acts as an appendix to these local procedures
3. during the official opening briefing
4. during the daily briefing
5. on the daily task sheets



### 3. ENTRY

#### 3.1 Entries

Entries will be accepted through the email only. On-line registration is available for every competitor on the Competition website under Documents section. Download the entry form here <https://www.planadores.org.br/panamerican/uploads/sobre/014-documents-98dd091a.pdf>

Entry fee payment confirmation by e-mail or regular mail is due prior to the final entry date of 31<sup>st</sup> May 2022. If using the regular email, please send an additional email with fee payment confirmation.

#### 3.2 Fees

Fee	Amount	Deadline
Entry	\$ 700 US	May 31 <sup>th</sup>
Camping	Free	July 31 <sup>th</sup>
Towing (600m AMSL)	\$ 55 US	15 tows to be paid in advance at registration

##### 3.2.1 Refund Policy

Entry fees will be refunded to the full extent in case the 4PAGC has to be cancelled by the organizers due to regulations related to the Covid-19 pandemic before May 31, 2022. There will be a partial refund in case of a later cancellation. The extent of this partial refund depends on the time of the cancellation and the sanitary requirements of health authorities.

In case an entry is cancelled by a participant or NAC due to Covid-19 related issues, 50% of the entry fee will be refunded. This applies only if the cancellation is submitted to the organizers before June 30, 2022.

##### 3.2.2 Entry fee coverage

The following costs are covered through the entry fee:

- Airfield preparation and usage
- Grid preparation.
- Competition office: task setting, scoring, briefing
- Meteo service
- Towplane availability
- Water ballast
- Internet access through local Wifi, no bandwidth guaranteed



### 3.3 Payment

Payment of the registration fee must be done via bank-transfer prior to the deadline above. Any payment/transfer charges are to be paid by the participant.

### 3.4 Insurance

The glider shall be covered by third party insurance -not excluding competitions – in conformance with the standards for ANAC Sanctioned Contests Personal medical insurance is required for all team members, covering accidents and sickness, including hospital costs and transport back to the team member's country of residence.

Documentary proof of all insurances shall be made available to the organizers in English at check-in, in the form of original documents or copies.

Bank account information:

<b>BANK NAME</b>	Banco do Brasil S/A
<b>IBAN</b>	BR59000000000069980000101680C1
<b>BIC / SWIFT</b>	BRASBRRJSBO
<b>ACCOUNT OWNER</b>	Federação Brasileira de Voo em Planadores
<b>To Brazilians: Ag. 6898</b>	<b>cc. 10-168-0</b>
<b>DESCRIPTION</b>	4PAGC-fee + Name + Class + Contest ID

Personal medical insurance for pilots and team members must be proven with an appropriate document in English. Such insurance must be covering accidents, sickness including any hospital costs and transportation back to the country of origin. Pilots should ensure that such insurance covers accidents and injuries obtained while gliding in the competition.

### 3.5 Required documentation

#### 3.5.1 VISA

Visas required to enter Brazil are issued by the Brazilian consulates abroad.

Citizens from **Mercosur** member counties are not required to present visa, only the passport or a valid identification document.



Citizens from the European Union and many other countries are also not required to issue a visa, they are only required to present a passport. To check if you need a visa to travel to Brazil, access the [Consulate's Website](#).

**Beginning June 17, 2019, citizens of the United States of America, Australia, Canada and Japan will be able to travel to Brazil without a visa. The measure benefits holders of a valid passport traveling for tourism, business, artistic or sports activities. The initiative also covers travelers transiting through Brazil. Visitors will be granted a stay of up to 90 days, which can be extended once for the same period, as long as they do not exceed 180 days within a 12-month period, counted from the date of the first entry.**

Learn more details about the documents required and proceedings to obtain a visa consulting the Brazilian embassy or consulate in your country.

Check the list of [Brazilian consulates abroad](#) as well as the [visa regulation](#) for foreigners entering Brazil.

### 3.5.2 Driving in Brazil

Tourists bearing an international license to drive are entitled to drive in Brazil if their stay is no more than 180 days. For longer stays they are required to obtain a Brazilian driver's license.

It is compulsory to have a valid international driver's license and a valid identification document. The foreign tourist driver is subject to the Brazilian legislation

### 3.5.3 Documents

For pilots and team members:

- If necessary, FBVP will be provided upon pilot/crew request an invitation letter.
- Documentary proof (in English for foreign pilots/ crew members) of personal medical insurance.

For the pilot:

- Valid pilot license or equivalent document issued or endorsed by the authorities of the country in which the sailplane is registered. The license must include the chosen take-off method (aerotow or self-launch).
- FAI sporting license valid for the year of the event to be registered on the FAI website
- Medical certificate (valid at least until October 31st, 2022)



### 3.6 Pilot experience

In addition to Sporting Code Section 3, Annex A, section 3.2, the following minimum pilot experience is required:

- At least 5 flights in gliders in 2021 before the competition.
- At least 10h of gliding in 2021 before the competition.

### 3.7 License validation

Further details on license validation will be published in a separate bulletin.

## 4. TECHNICAL REQUIREMENTS

### 4.1 Mandatory additional equipment

In addition to the basic instruments required by the flight manual or type certificate, all gliders must be equipped with the following pieces:

- 8.33kHz capable radio equipment approved for flight operations.
- Electronic variometer with audio output.
- Parachute valid for the whole competition period.
- GNSS flight recorder certified by IGC no later than May 31st, 2022, in case of gliders equipped with any kind of engine (self-launcher or sustainer), the flight recorder must be equipped with engine noise level recording (ENL), the recording interval of the flight recorder must be 1 second.
- FLARM device with transceiver for European frequencies

### 4.2 FLARM usage

Using FLARM devices is mandatory. Such devices shall be activated before launch and shall not be turned off, nor disabled, until after the landing. The latest available software must be installed on each FLARM device. It is up to the pilot to decide on using 'stealth' or 'notrack' modes.

If provided during technical inspection, the FLARM-ID can be used to locate the glider over Open Glider Network or FLARM IGC flight log analysis in case of emergency. Such location service will not be possible when using stealth mode or any other mode obfuscating the FLARM-ID of the device.

### 4.3 TRACKING

Tracking devices must be carried on-board and activated by all participants if required by the contest director. Public tracking will have a time-delay to be specified by the Organizers





during the daily briefing. This delay will not be less than 15 min and will remain in place until the last glider landed. Discarding or manipulating tracking equipment may be penalized.

Access to real-time tracking data is only allowed for the Contest Director and Deputy Contest Director under supervision of a Steward. In case of an emergency, such information may be published in order to support SAR activities. Any use of non-public tracking information by competitors or their teams is considered cheating under SC3a 8.6.5.

#### **4.4 SPOT**

It is necessary and mandatory.

#### **4.5 TRANSPONDER**

Transponder code for transponder-equipped gliders (transponders are not required).

#### **4.6 Data communication**

The following forms of data communication are allowed:

- Any FLARM configuration as long as collision avoidance transmissions are enabled.
- Carriage and usage of a mobile phone as a data relay for connected instruments registered during technical inspection.
- Carriage and usage of SPOT, ELT and PLB.
- Inflight reception of meteorological information through radio communication and connected instruments registered during technical inspection.
- ADS-B reception as part of an on-board collision avoidance system.
- In-flight reception of OGN tracking information from publicly available sources.

The following forms of data communication are not allowed:

- Mobile phone usage except as data relay for on-board devices.
- Disabling FLARM collision avoidance.
- Reception of tracking information from non-OGN sources.

In order to support potential SAR activities, pilots are encouraged to carry mobile phones, ELT, PLB, etc. and to provide phone numbers and beacon ID to the Organizers.

### **5. GENERAL FLYING PROCEDURES**

#### **5.1 Units of measurements**

<b>Distance</b>	kilometers, meters
<b>Altitude</b>	meters above mean sea level (AMSL)
<b>Speed</b>	kilometers per hour (km/h)



<b>Vertical speed</b>	meters per seconds (m/s)
<b>Mass</b>	kilograms (kg)
<b>Headings / radials</b>	degree true north
<b>Time</b>	Local time (UTC + 3h)
<b>Air pressure</b>	hPa

## 5.2 A Radio communication required for a contact with Air Traffic Services

Not applicable

## 5.3 Radio frequencies to be used during the championships

Radios are for voice transmission between team members and between them and the organizers only. In general, radio chatter should be kept to a minimum.

Pilots shall report their starts as described in Annex A section 7.4.6 and call their finishes as described below in the Finishing Procedures. Please do not announce landing pattern legs except when there is a specific safety-related reason to do so (i.e. to help avoid a conflict with another glider).

Voice transmissions shall be made only on prescribed frequencies.

For the championships, the following frequencies will be used:

- Call sign LEM - FREQ 123.45 MHz – Main frequency for ALL CLASSES
- ALTERNATE FREQ 123.20 MHz
- TEAM FREQUENCIES (A list of FREQ will be announced before the training period) – frequencies for all team communication related to the contest
- Team captains shall provide an audio file with the national anthem and a flag of their country before the competition.

## 5.4 Frequencies allocated for flight safety

Common emergency frequency 121.50 MHz will be used for flight safety purposes.

No ATIS or AWOS frequencies will be available, but LEM Operations will continuously update Airfield conditions during arrivals.

## 6. DAILY SCHEDULE

The calendar of events can be found on the website's competition under Schedule and Events. Additional social events will be added to the calendar as they are confirmed.

## 7. MOBILE PHONES

There are many mobile operators in Brazil. Several companies offer phones and SIM cards with prepaid communication time and no long-term plan. These are widely available at general stores at reasonable prices. Foreign competitors using their own phone should ensure compatibility with US GSM networks.

The organizers are working to make them available to foreign teams by the time they arrive in LEM.

Team captains must have a mobile phone capable of receiving SMS messages and Brazilian calls.

## 8. AIRFIELD FACILITIES

We have toilet and kitchen facilities. There will be a company hired for quick snacks and lunch, and sales of drinks and sandwiches.

## 9. ACCOMMODATION

The Brazilian Gliding Federation - FBVP has reserved 30 rooms at Hotel Solar Rio das Pedras (60% of reservations) for the participants of the 4th Pan American Championship. We request that participants book the rooms at this hotel, as a precaution against COVID contamination.

Please find more information on accommodation and camping facilities at the airfield on our official contest website at <https://www.planadores.org.br/panamerican/?tipo=lodging>

Camping area available with all facilities – Bahia Farm:

- Bahia Farm is a farming fair and exposition space with 144.000 m<sup>2</sup>, 100% paved roads, restaurants, toilets, emergency medical service, and conference room.





## **10. INTERNET ACCESS AT THE AIRFIELD**

Public Internet access will be available at the field near the registration, administration office and Airport hall all the time and at other selected locations on the field at specific times

## **11. SCORING**

Scoring will be done using SeeYou Competition Software and published by Soaring Spot Web site. IGC files will be sent by e-mail: [pagcbrazil.scoring@gmail.com](mailto:pagcbrazil.scoring@gmail.com)

Penalties applied for airspace violations during the training days will not be discarded at the beginning of the competition.

## **12. PROTESTS**

The fee for handing in a protest is US\$ 100.

## **13. PRIZEGIVING**

Every team shall have made available the same number of flags (200 x 150 cm) for the closing ceremony as the number of team's pilots in all class. Every team shall bring one copy of their national anthem on CD disc or audio file. The required material has to be made available upon request of the organizer at least one day before the Prize-giving Ceremony.

## **14. SPONSORS**

We have a growing list of Sponsors some of which are listed below. Additional sponsors will be recognized on future bulletins.

***We look forward to sharing with you what will be an unforgettable experience.***