



Portuguese National Paragliding Championship - Larouco, Montalegre 11th to 17th July 2021

The procedures of this Competition shall be governed by the requirements of Section 7 of latest FAI Sporting Code regarding Category 2 events, by Portuguese Free Flight Federation (FPVL) Competition Rules, and the specific regulations which are the object of this document.

The registration of the pilot in the competition constitutes acceptance of all the rules referred to in these regulations.

All pilots fly at their own responsibility and risk. The purpose of the organization is to achieve a fair and safe competition for all pilots, as well as promote Paragliding to the public.

Type:	Paragliding Cross Country Competition
Organizers:	FPVL - Portuguese Free Flight Federation – www.fpvl.pt DNA Turismo Aventura – Unip., Lda. - www.landfor.pt
Dates:	11th to 17th July 2021
Alternate dates:	None
Country:	Portugal
Location:	Larouco, Montalegre
Web page:	https://airtribune.com/portuguese-pg-championship-2021-montalegre/info
Results web page: <i>If different from above</i>	https://airtribune.com/portuguese-pg-championship-2021-montalegre/results
Sanctioned by: <i>NAC or Delegated organization:</i>	FPVL – Portuguese Free Flight Federation

OFFICIALS

Position	Name
Organiser	Joaquim Lopes
Meet Director	Luís Miguel Matos
Safety Director	Eugénio Almeida
Scorer	To be defined
Transport and retrieve <i>(if provided)</i>	To be defined
Live Tracking Manager <i>(if live tracking is provided)</i>	To be defined
Jurys	Edgar Santos João Horta

CONTACTS

Name	Email	Tel
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Luis Miguel Matos	trainer@fpvl.pt	+351 917514551

PROGRAMME

	Date (DD/MM/YY)	Time (HH:MM)
Online registration opening	01-03-2021	00:00
Pilot registration deadline	15-05-2021	24:00

**Portuguese National Paragliding Championship - Montalegre****Local Regulations**

On-site registration opening	10-07-2021	19:00
General Safety Briefing	11-07-2021	10:00
Competition flying days	11-07-2021 to 17-07-2021	
Closing/Award ceremony	17-07-2021	To be defined

SCORING CATEGORIES

	OPEN	Portuguese National Championship (pilots holding a FPVL license)
Overall	Trophies 1st to 3rd place	Trophies 1st to 3rd place
Women	Trophies 1st to 3rd place	Trophies 1st to 3rd place
SPORT class	Not Scored	Trophies up to 3rd place
ROOKIES	Not Scored	Trophies up to 3rd place
CLUBS	Not Scored	Trophies up to 3rd place

NOTES:

- These classes are defined in the FPVL Competition Rules for the National Championship, Version RC2019 - V1.0 (Section 4.3.1)
- In each of the individual classes, prizes will only be awarded if a minimum of 3 pilots are scored in the competition.
- Uncertified wings will not be allowed to participate
- Certified wings are those approved according to the standards EN926-1 and EN926-2 to the classifications A, B, C or D, as well as the old standard DHV / LTF with the ratings 1, 1-2, 2, 2-3 and 3. CIVL Competition Class (CCC) certified gliders are also allowed.

SELECTION AND REQUIREMENTS

Maximum number of pilots: 100

Eligibility

The eligibility to participate on this competition is ruled by the provisions of paragraphs 2.7 and 2.9 of the FPVL Competition Rules. Basically the requirements are:

- The Portuguese pilots are required to have FPVL license level 2 valid for the current year.
- The international pilots must have a valid FAI sporting license or present a valid national licence and present an IPPI card level 4 or superior.
- When registering to the event, the pilot are explicitly:
 1. Giving his permission for use of his personal data for all purposes related to the competition, as well as in any actions to promote sport.
 2. Assigns all image rights to the organization for use in promotional activities related to the event, the sports and the federative activity

Selection criteria for national pilots:

In online registration order – No

In WPRS order – Yes

50 Places reserved for Portuguese pilots based on National Ranking on 31-12-2020

Selection criteria for non-national pilots:

In online registration order – No

In WPRS order – Yes

40 places are reserved for non-national pilots according to the WPRS on 31-12-2020



Wildcards

10 places available to wild cards assigned by the organization.

Registration Status

You should regularly check the status of your registration on the race website

<https://www.landfor.pt/inscritos-cnpp>. The following states are defined::

Registered - Pre-registration carried out

Waiting payment - Payment details of the registration fee have been sent to you. If you didn't receive the email, check the spam, or get in touch with the organization to solve the problem.

Confirmed - The registration fee has been received and your registration is confirmed.

Documents

List of documents to provide at registration

- **FAI Sporting License or Pilot's National licence + IPPI Card**
- **Signed application form**
- **Signed Release of liability, Waiver of Legal rights**
- **Passport or ID Card**
- **Proff of a valid Insurance with minimum coverage stated bellow**

Insurance

The insurance must cover incidents on paragliding competitions and have the following minimum coverage:

- Death: 28.500 EUR
- Permanent disability: 28.500 EUR
- Medical Treatment and Repatriation: 5.000 EUR
- Funeral expenses: 2.280 EUR
- Third-party liability of 150.500 €

On registration, an insurance with the above coverage, can be subscribed by the amount of 120€

ENTRY FEE AND SERVICES PROVIDED

Entry Fee: 240 Euros

This value includes the optional retrieval and overall transportation provided by organization. Pilots opting-out to this service will pay a reduced fee of 135€.

Payment deadline: Nacional and foreign pilots, 5 days after the confirmation Email has been sent.

Payment Details:

To: DNA Turismo Aventura – Unip., Lda.

Address: Rua 25 de Abril Ed. Ribaparque Bl. 5 4º andar
4765-264 Riba de Ave

IBAN: PT50 0035 0764 00004015230 76

SWIFT/BIC: CGDIPTPL

**Refund Policy:****Pilot cancellation**

- If a pilot, cancel after payment and up to 15 days before the start of the competition, the registration fee will be refunded less 60 € hold for administrative costs.
- In case of cancellation during the 15 days prior to the start of the competition, the refund will be 50% of the registration fee.

Cancellation by the organization for reasons beyond its control:

- In case of cancellation of the event within 10 days of the start of the event, the registration fee will be refunded with less € 30, which will be used to cover part of the costs with the organization.
- In case of cancellation of the race in a period exceeding 10 days of the start of the race, return shall be the registration fee less 10 € which will be used to cover part of the costs to the organization.

Cancellation should be asked by email to eventos@landfor.pt. The cancellation date shall be taken as the date of receipt of the email. The entry fee payment is not transferable to another pilot in the event of cancellation.

Services included in the entry fee:

1. ID card & safety/contact information – Yes
2. Event T-Shirt: Yes
3. Map with take-offs, turnpoints, landings, restricted areas – Yes
4. Turnpoints files – Yes
5. Contest numbers – No
6. Lunch pack – Yes
7. Water on take-off – Yes
8. Toilets on take-off – No
9. Transport to take-off – Yes (**if transport option subscribed**)
10. GPS track-log download – Yes
11. Live-tracking – Yes
12. Free internet (Wi-Fi) access at the HQ – Yes
13. Opening ceremony – No
14. Closing ceremony – Yes
15. Briefings in English – Yes
16. Daily meteorology briefing – Yes
17. Retrieve by organisers vehicles free of charge – No
18. Drinks at goal – Yes

Medical Services included into Entry fee:

1. First Aid on take-off (doctor, paramedic) – No
2. Ambulance on take-off – Yes
3. Helicopter evacuation – Yes (by the national health service)
4. Mountain rescue team – Yes
5. Nearest Hospital –
Hospital de Chaves
Av. Dr. Francisco Sá Carneiro. 5400-279 **Chaves**.

Services for additional fee:

- Transport by organisers' vehicles 105 Euro
- Pilot's promotional menu 15 Euro



VENUES

Headquarters	Pavilhão Multiusos de Montalegre Avenida Don Nuno Álvares Pereira 413 5470 Montalegre 41.82440, -7.78937 (41°49'27.8"N 7°47'21.7"W)
Take-off 1 - South Take-off	41.879722, -7.720833 (41°52'47.0"N 7°43'15.0"W)
Orientation	S/SE/E
Size	Allows launch more then 100 gliders in 30 min
Quality	Area is clean and large enough not to damage gliders
Take off 2 – West Take-Off	41.885082, -7.725816 (41°53'06.3"N 7°43'32.9"W)
Orientation	WSW/W/WNW
Size	Allows launch more then 100 gliders in 30 min
Quality	Area is clean and large enough not to damage gliders
Take off 3 – North Take-Off	41.916389, -7.714167 (41°54'59.0"N 7°42'51.0"W)
Orientation	NW/N/NNE
Size	Allows launch more then 90 gliders in 30 min
Quality	Area is clean and large enough not to damage gliders

Airspace and Other Restrictions

Refer to daily briefing

LIVE TRACKING

Is live-tracking mandatory – Yes

Trackers provides by organiser – Yes

Pilot shall bring his tracker – Yes

Dedicated person assigned to watch live tracking – Yes

Live tracking server provider name: Flymaster

SCORING

GPS Flight Verification.

The downloaded tracks from live-tracking system will be the primary source of GPS flight verification and scoring. Only in case or errors or doubt will be necessary to download an alternative track from pilots own GPS. Only devices approved by CIVL can be used and is the pilot's responsibility to supply the GPS cable for connecting his GPS to the organization computer.

Scoring formula:

The scoring program will be FsComp FS 2020 R1.10

The scoring system to be used is GAP2018, with "leading points", using the Leading weight factor parameter = 1 and the following FS and GAP parameters:

- FTV Factor: 20 %
- Minimum Distance: 5 km
- Nominal Distance: 30 km
- Nominal Time: 1.0 h
- Nominal Launch: 96% of pilots
- Nominal Goal: 10 % of pilots
- Score-back time: 5 min



COMPLAINTS AND PROTESTS

As per Section 7 and 7A.

After the provisional results are published, the pilot may file a complaint by the end of the day, or within 1 hour if it is the last task of the competition. Before the formal presentation of any complaint, it must be transmitted, informally, by the pilot to the pilots committee, which will take charge of trying to resolve it with the competition director.

Complaints must be made in writing, addressed to the director of competition, who is responsible for deliberating on them, and their reasoned decision must be issued in writing as soon as possible.

If the complainant is not satisfied with the result, he / she has one hour after the announcement of the decision to file a protest. Protests must be made in writing, addressed to the Jury of competition, accompanied by a deposit of 25 Euros, which will only be returned to the pilot in the event that the competition Jury decides in his favor.

The definitive official Results can only be promulgated after the period for the submission of complaints and protests has passed and, if these exist, after they have been decided.

Pilots who present protests that are considered abusive by the Jury of Competition are subject to penalties of up to 50% of points that they reached in their respective sleeve

RETRIEVING SYSTEM

- The retrieving system is based on live trackers and application "Telegram". The safety landing report procedure is also based on "Telegram", so every pilot is required to install that application on their mobile phone. The instructions how to operate the system will be provided on the opening briefing. (link)

- The organization use the following frequencies:
143,925 MHz – flight/emergency
143.950 MHz – retrieval

A use of a radio capable to operate on these frequencies is mandatory.
Only these frequencies are allowed.

DAILY PILOT PROCUDERES

a) The Live Tracking devices provided by the organization, must be picked-up daily at headquarters, and handed back daily at GPS Download.

b) Picking-up the Live Tracking device before each task represents the pilot's intention to take-off and is mandatory. The devices should be maintained turned ON until they are returned to the secretariat at the end of each day;

Pilots that don't pick-up his tracker is considered out for the day.

c) In the event the pilot does not take-off within the launch window, the pilot is required to inform the launch officer using the retrieve system based on Telegram app, and hand back the live tracking device at the headquarters.

d) The pilot is required to make a safe landing report. The absence of this report implies the activation of safety procedures like search and rescue. For this reason, the violation of this rule is considered a serious fault, penalized according to FPVL Competitions Rules.

e) The coordinates system to be used and the contact phone number will be announced in the general race briefing.



- f) In case of difficulties in communication by Telegram or phone, we recommend the use of radios and vice versa.
- g) While awaiting retrieval, pilots should keep the radio connected on retrieval frequency, to allow communication with retrieval vehicle.
- h) In the case of a cancelled task, every pilot must return to the headquarters and make his checkout, returning the tracker. It is forbidden to take-off before the return of the tracker.

PENALTIES

In addition to the penalties defined in section 3.19 of FPVL Competitions Rules, the following will be used:

- The violation of the rule d), implies the application of a penalty equivalent to "Failing the return of GPS" on point 3.20.3 of Competition rules.
- Aerobatics: For the purposes of the penalty "aerobatics above the goal area", aerobatic maneuvers are considered to be the maneuvers mentioned on the FAI rules for aerobatic competitions.

Among others, we call your attention to the following situations that might be penalized:

- Not listening to the flight/emergency frequency during flights.
- Not accepting instructions from competition director, namely in the event of task cancellation or stopping.
- Incorrect GPS track log: the Starting Point is incorrect/missing; Track Log is nonexistent.
- Disrespecting the rules of the air

TRANSLATION of relevant FPVL Competitions Regulations Section 3.20 Penalties

Penalties inflicted to a pilot by the organization (Competition Director) or by the Jury may vary from a minimum of 1 point up to the pilot's disqualification or the exclusion from the competition. Official Warnings might also be used.

The following situations will be penalized as hereby stated:

Cloud Flying (point 3.7):

- 1st offence – zero points for the task
- 2st offence – expelled from the competition
- This penalty might not be applied in the event of the pilot undoubtedly demonstrating that no advantage was gained by cloud flying, by putting himself (after leaving the cloud) in the altitude and distance to the next turn point that he had before entering the cloud.

Non authorized airspace violation (horizontal or vertical):

- Up to 50 meters – penalty points calculated based in the following formula:
 $N3/250$ (rounded by excess to the closest integer), where N is the number of meters of infringement. Annex B includes a table with the calculation of this penalty for the first 50 meters.
- Infringement in excess of 50 meters – zero points for the task
- Intentional violations should be penalized with "expelled from the competition" (altitude control will be performed solely by GPS altitude)

Failing to send the Safe Landing Report (point 3.10.3):

- 1st offence – zero points for the task
- 2st offence – expelled from the Competition

Wrong turning direction (up to the start, or in a 1km radius from take-off in the event of a ground start):

- 1st offence – warning
- 2st offence – 100 points, doubled for every subsequent offence.

**Dangerous or aggressive flying:**

- 1st offence – warning
- 2nd offence – 100 points, doubled for every subsequent offence

Aerobatics in the goal area:

- 1st offence – warning
- 2nd offence – 100 points, doubled for every subsequent offence

Landing at the take-off area (“Top Landing”) after window opening:

- 1st offence
- 100 points, doubled for every subsequent offence

Ballast in excess (point 3.6):

- 1st offence – 100 points
- 2nd offence – zero points for the task
- 3rd offence – expelled from the competition

Failing to deliver GPS for track log download:(pilots that take-off)

- 1st offence – expelled from the competition with zero points for all the tasks

Fraud attempt regarding glider certification level (point 3.20.9):

- 1st offence – expelled from the competition with zero points for all the tasks
- Depending on the take-off/non-take-off control system to be used by the organization the following penalties can be used.

Failing to sign the take-off control sheet:

- 1st offence – 20% of the pilot’s task points;
- 2nd offence – zero points for the task

Failing to inform of non-take-off (pilot’s decision or due to conditions changing at takeoff):

- 1st offence – 20% of the pilot’s next task points;
- 2nd offence – 50% of the pilot’s next task points;

(...)

Penalties for offences occurring on days when the task is cancelled or not validated, will be applied to the scores obtained in the first subsequent valid task. In the event a subsequent valid task does not occur, the penalties will be applied to the scores obtained in the previous task

All penalties and warnings will be recorded in the official results sheets

COVID19

At the start of the competition, all the recommended sanitary measures advise by Portuguese Sanitary Authorities (Direção-Geral Saude - DGS) will be implemented.

These measures can in some way influence the normal functioning of the event, and will be clearly communicated before the start of the competition and will be mandatory for all pilots.

We must obey to national rules in place and respect the limits imposed. Currently, in Portugal, the use of masks is mandatory in all situations, including on the street and open-air locations. Pilots are required to provide for themselves:

1. Surgical type masks and wear these in all competition transport, gatherings, briefings etc.
2. Hand sanitiser is required before entering competition vehicles.

ANY pilot failing in their duties as directed by the Portuguese authorities and/or competition organisation will be expelled from the competition without additional warning.