



LOCAL REGULATIONS
FAI CIVL Category 2 Event PG/HG Cross Country



Porterville Paragliding Open 2026, South African Pre-PWC

December 13 - 19, South Africa Porterville (Western Cape)

Event Name:	Porterville Paragliding Open 2026, South African Pre-PWC
Dates:	13 - 19 December 2026
Alternate dates:	Not defined
Place:	South Africa, near Porterville (Western Cape)
Webpage:	https://airtribune.com/porterville-open-2026/
Sanctioned by:	South Africa - Aero Club Of South Africa
Guest NAC:	

ORGANISATION

NAME	POSITION
Kaapse Buitepos Klub	Kaapse Buitepos Klub KBK
All Mountain Aero	mias@allmountain.co.za +27 82 758 5845
SAHPA	South African Hanggliding and Paragliding Association office@sahpa.co.za +27 74 152 2505

CONTACTS

NAME	RESPONSABILITY	CIVL No	CONTACT
Wesley McQuillan	organiser		wes@tcswifi.co.za
Jethro Bakker	Retrieve		kbkcape@gmail.com
Daniel Bakker	scoring		elijahbakker8@gmail.com
Allan Livingston	meet director		kbkcape@gmail.com
Jon Pio	safety officer		jon.pio@telkomsa.net
Mias De Klerk	Organiser		mias@allmountain.co.za
Mias De Klerk	General organisation mias@allmountain.co.za +27 82 758 5845		

PROGRAMME

REGISTRATION TIMES

Friday, 11 Dec 2026

16:00 - 19:00 - Registration

Saturday, 12 Dec 2026

16:00 - 19:00 - Registration



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COMPETITION BRIEFING

Saturday, 12 Dec 2026

18:00 - 18:30 - Competition Briefing

Venue: Flyers Lodge

PRIZEGIVING

Saturday, 19 Dec 2026

18:00 - Scoring Closes

19:00 - Closing Ceremony/Prize Giving

Venue: Flyers Lodge

SCORING CATEGORIES

Overall - CCC
Performance - EN D
Sport - EN C
Intermediate - EN B
Ladies
National Teams
Sooty Falcon Cup

SELECTION AND REQUIREMENTS

Maximum No of Pilots: 100

Selection Criteria:

ENTRY FEES

Full Service Entry (Includes Retrieve*)

ZAR 5,500 – Payment before 1 October 2026

ZAR 6,200 – Late entry (after 1 October 2026)

Payment (before 1 October only):

Credit Card: <https://www.paygenius.co.za/pay/allmountainaero/en/18d488b2-0498-4eaf-b557-dc9995cb4730>

Self-Recovery Entry (No Retrieve*)

ZAR 4,700 – Payment before 1 October 2026

ZAR 5,200 – Late entry (after 1 October 2026)

Payment (before 1 October only):

Credit Card: <https://www.paygenius.co.za/pay/allmountainaero/en/002f27b7-b334-4a2b-915b-28bd2688d1b9>



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EFT Option (South African Pilots Only)

All Mountain Aero (Pty) Ltd

First National Bank

Branch Code: 210554

Account Number: 63125425454

Ref: [Pilot Full Name]_PPO

SELECTION

- * Minimum of 45 places reserved for international pilots (until 1 October 2026)
- * Entries are confirmed on a first paid, first confirmed basis

Pilot Requirements

- * Valid FAI Sporting License
- * Valid SAHPA License (International pilots may apply for a 60-day Foreign Pilot Permit:
<https://www.sahpa.co.za/membership/>)
- * Valid medical insurance

Equipment Requirements

- * Glider: EN / CCC / Open (see prize restrictions)
- * Certified harness
- * Helmet
- * Reserve parachute
- * GPS
- * 2m radio

Live Tracking:

- * Mandatory for all pilots
- * Flymaster trackers will be provided
- * Backup required: smartphone app or GPS with live tracking
- * If using a phone:
 - Bring external battery pack
 - Local SIM card recommended (Vodacom has best coverage)

Included in Entry Fee

- * Transport to launch (if using official transport)
- * Retrieve (if using full-service option)



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- * Competition map and waypoints
- * Live tracking
- * Medical support (paramedics)
- * Event function / party
- * Event T-shirt

Communication

Pilots are encouraged to join the official Event WhatsApp Community for updates and information.

DOCUMENTS REQUIRED AT REGISTRATION

REQUIRED	NOT REQUIRED
Sporting Licence is Required	
IPPI card is Required	
Pilots National Licence is Required	
Registration document is Required	
Signed Assumption of Risk is Required	
Summary of Pilot experience is Required	
Passport or other Photo ID is Required	
3rd Party Insurance is Required	
Medical and Rescue insurance is Required	

ENTRY FEES AND SERVICES PROVIDED

ACCEPTED	NOT ACCEPTED
	Paypal payments are not accepted
Cash payments are accepted	
Bank payments are accepted	
The Entry Fee per pilot is:	6200 ZAR

CANCELLATION AND REFUND POLICY

Event Cancellation:

- * A 100% refund will be issued if the competition is cancelled by the organisers.

Pilot Cancellation:

- * Full refund for cancellations made before 1 September 2026
- * No refunds for cancellations made on or after 1 September 2026



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SERVICES INCLUDED IN THE ENTRY FEE

ITEM	INCLUDED
ID Card with safety & Contact information	YES
Maps with take-offs, turnpoints, landings, restricted areas	no
Lunch Packs are supplied	no
Ballast Water at launch available	no
Toilets at launch available	YES
Transport to launch given	YES
GPS tracklog download available	no
Live Tracking available	YES
Free WiFi at HQ for pilots from 1990s available	YES
Opening ceremony	no
Closing ceremony	YES
Daily Met briefings	YES
Retrieve by organiser included	YES
Happy pilots drinking beer in goal	YES
Airtribune is our platform of choice	YES
We supply the pilots with trackers	YES

MEDICAL SERVICES AVAILABLE

Medics on Launch - **Yes**

ITEM	INCLUDED
Medics on Launch	YES
Helicopter rescue in the region	YES
Typical helicopter attendance time is	30 to 60 min
The nearest hospital is	not known or not available

LIVE TRACKING

Live-tracking is mandatory	YES
Live Trackers supplied by the Organiser	YES

SCORING

The scoring formula is	GAP2022
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COMPLAINTS AND PROTESTS

Complaints will be dealt with as per the FAI SPorting Code, Section 7 and its sub-categories



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OTHER LOCAL RULES

1. ENTRY

1.1. The Porterville Paragliding Open is open to all Member and Associated Member countries of the FAI who may enter any number of competitors not exceeding 125.

2. GENERAL COMPETITION RULES

2.1. REGISTRATION

On arrival, all pilots shall report to the Registration Office to have their documents checked and to receive supplementary regulations and information. The end of the official Registration period is considered to be the official start of the championship. The following are required:

2.1.1. Pilot qualifications

2.1.2. Evidence of competitor's nationality

2.1.3. Pilot's valid FAI Sporting Licence

2.1.4. Receipt for payment of entry fees by the closing date.

2.1.5. Satisfactory evidence of glider airworthiness

2.1.6. Certificate of Insurance as detailed on Entry Form

2.1.7 Valid SAHPA licence for all (foreign pilots can apply at <https://www.sahpa.co.za/>)

2.2. The Registration office will be open from 16:00 to 19:00 on Friday 11th December and Saturday 12th December 2026 and again on the morning of 13th December 2026 between 07:00 and 08:00. The closure of Registration is considered as the official start of the competition.

2.3. There will be a Pilot Briefing at the Meet HQ (Flyers Lodge) at 18:00 on Saturday 12th December.

2.4. ALL pilots need to complete a competition indemnity before permission to access the Take Off area can be granted.



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3. REST DAYS

There will be no official rest days.

4. COMPLAINTS AND PROTESTS

Pilots are invited to first settle any disputes with fellow pilots before lodging a complaint.

Should the dispute not be settled, a complaint may be made to the Meet Director or his deputy, by any pilot, in writing, to request a correction. It should be made with the minimum delay and it will be dealt with expeditiously.

If the complainant is not satisfied with the outcome the pilot may make a protest in writing to the Meet Director or his deputy.

The time limit for protests is 4 hours after the publication of the provisional task results or the results of the complaint, except that after the last contest task it is 1 hour. The protest fee is R500. It will be returned if the protest is upheld.

5. TAKE-OFF METHODS

5.1. Foot Launch from hill site. Take-off site is Leeuwenkop and back up site is Dasklip. Details can be found on the Map.

6. RADIO TRANSCEIVERS.

There are only 2 frequencies that can be used during the competition. The first is the Flying and Safety frequency of 141.600MHz and the second will be the Retrieve and Coordinating frequency of 141.625MHz. There will be no "team frequencies" and pilots are not allowed to receive information or assistance via any communication. Radio frequencies are meant to be kept open for communication. Only frequencies allocated by the organisers may be used.

7. RETAKE-OFF

Competitors will not be allowed a second re-launch. If however, a pilot is already airborne and encounters a safety issue they will be permitted to top land after receiving permission from the meet director by radio. A re-launching pilot who has top landed will not take priority over other pilots who have not yet launched at all.

8. TASK PERIOD.

Times of the window open for take-off and times for the closing of the window, turn points and last landing will be displayed on the Taskboard on take-off. Any window extension policy will also be displayed on the Taskboard. The minimum period of time that the launch window will remain open for the day to be considered valid is 1 minute per pilot. Launch Window Extension Time will be announced at the task briefing and may only be used when the launch has been closed for safety reasons.



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9. WIND SPEED

The maximum wind speed in which a task shall be at the discretion of the Meet director and the advice of the Safety committee.

10. SCORING

10.1. FS Software by Volirium will be used with GAP 2025 latest scoring formula. Leadout Points and Drop task will be used

10.2. It is the Pilot's responsibility to ensure that they collect their Flymaster trackers at the take off site and return them to the HQ at the end of each task.

10.3. In the event that there was an error in the transmission of the tracklog, it is the Pilot's responsibility to download his/her tracklog in IGC format (with a valid G-Record) from their own flight instrument and submit it to the scoring team.

10.4. Pilots should ensure that they keep a copy of their tracklog in IGC format with a valid G-Record should the organisers request a copy for validation. Preferably this should be kept on your flight instrument but a downloaded copy would be acceptable as long as it contains a valid G-Record.

10.5. Team per country Scoring – Teams per country must be announced before the first task and consist of 5 pilots maximum, with the 2nd and 3rd pilot scoring per day for the team. More than one team per country can be entered.

10.6. For the scoring purpose, guest pilots are counted as competing pilots.

10.7. Scoring a stopped task. When a task is stopped, the pilot's scores will be determined from their GPS track log position 5 minutes before the time that the task was stopped. The Altitude of the pilot at this time will also be used in the calculations of the final points.

10.8. The map datum used will be WGS84 and the format for coordinates will be ddd mm.mmm'

10.9. Scoring will be done according to the FS Software scoring programme, the version using the GAP 2025 scoring formula. GAP parameters will be determined by the organisers. The following parameters are a guideline and will be announced at the first briefing before task 1.

Proposed Nominal distance = 50 kilometers



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Nominal time = 1 hour

Number of pilots expected and goal = 20% of pilots that took off

Goal score is calculated by time difference

11. THERMALLING

All pilots must read and understand Chapter 16, Thermalling Rules and Procedures of the FAI Sporting Code Section 7B

12. GLIDER RULES

12.1. Only certified gliders are allowed up to EN 926 or LTF 91/09. It is not permitted to modify the glider in any way, except for the length of the brake main-line. Open class gliders are permitted, but cannot win a class, a day or the competition.

12.2. The pilot must fly in the homologated weight range.

12.3. Uncertified sizes of a certified model that was available for sale earlier than 1st November 2011 will be permitted.

12.3.1. Registration database: On registration, pilots have to specify the model, size and the serial number of the glider to be flown during the competition.

12.4. Gliders will be checked after a complaint. In addition, the MD or TD can request that any pilot is checked. Every pilot must give his glider to the organisation for checking or comparing immediately upon any such request.

12.5. Checking methods:

12.5.1. Comparison with other gliders of the same model and size.

12.5.2. Verification from manufacturer in regards to line configuration

12.6. The TD will nominate a skilled person to check.

12.7. Two levels of Penalties may be applied:

12.7.1. 1st offence: Zero in the task.



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12.7.2. 2nd offence: Disqualification from the competition.

13. WEIGHT CONTROL

13.1. Pilots should specify their weight on the website as well as the glider weight range. This weight can be checked at the event registration by the staff and corrected in the database.

13.2. Pilots may volunteer to check their weight (at registration or on take-off) and adjust their weight (before task briefing).

13.3. The pilots may be checked before taking off or after landing. If there is any doubt, their nominal weight will be checked again immediately.

13.4. If their all-up weight is out of their glider's weight range, they will be penalised without tolerance on the measurement.

13.5. If they are carrying over 33 kg of equipment, including ballast, they will be penalised without tolerance on the measurement.

13.6. Penalties for weight infringement: 1st offence: Zero in the task, 2nd offence: Disqualification from the event.

14. PENALTIES

14.1. Cloud flying:

1st offence - zero for the day; 2nd offence - expelled from the competition

14.2. Wrong turn direction:

1st offence – warning; 2nd offence – 100 points then doubling for every offence after that.

14.3. Dangerous and aggressive flying

1st offence – warning; 2nd offence – 100 points then doubling for every offence after that.

14.4. Aerobatics after reaching the goal line:

1st offence – warning; 2nd offence – 100 points then doubling for every offence after that.

14.5. Top Landing after the launch window is open

1st offence – 100 points then doubling for every offence after that.



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14.6. Failure to report back: Responsible for the costs of search and rescue.

14.7. Too much ballast:

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

14.8. Glider modification

1st offence - zero in the task; 2nd offence - disqualification from the competition

14.9. Weight infringement

1st offence - zero in the task; 2nd offence - disqualification from the competition.