



15th FAI European Paragliding Championship
16th – 28th July 2018
Larouco, Montalegre (Portugal)

Local regulations

Organised by:

Portuguese Free Flight Federation - FPVL

With support from:

- Municipality of Montalegre
- WIND Paragliding Schools
- Papaventos Club

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

FAI Sporting Code:

- General Section
- Section 7 Common
- Section 7A - Cross Country
- Section 7 Guidelines and Templates
- Section 7A - Annex GAP

And of the:

- Organiser Agreement (including the bid documents).
- CIVL Competition Class Paragliders, 2015, 2016 and 2018 editions.

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1 - Contacts

Organising NAC:

Portuguese Free Flight Federation - FPVL
Phone: +351 218 522 885
fpvl@fpvl.pt

Competition organiser:

Portuguese Free Flight Federation - FPVL
Avenida Cidade de Lourenço Marques
Módulo 2 Praceta B, 1800-093 Lisboa, Portugal
Phone: +351 218 522 885
fpvl@fpvl.pt
Antonio Fernandes
+351 913 876 607 antoniofernandes@fpvl.pt

Supporting Organizer

WIND Paragliding Schools
Rua Eduardo Mondelane, loja 44, 2835-116, Baixa da Banheira, Portugal
Phone: +351 210 848 878
Samuel Lopes
+351 966 075 639 samuellopes@wind-cam.pt

Official website:

<http://europg2018.pt>

Registration:

<http://www.airtribune.com/europg2018>

2 - Officials

FPVL Coordinator:	Antonio Fernandes
Operational Coordinator:	Samuel Lopes
Meet director:	Fernando Amaral
Safety director:	Paulo Herculano
Rescue coordinator:	Pinto da Silva
Life tracking coordinator:	José Cardoso
Weather forecast:	Fernando Amaral
Transport and Retrieval:	Pinto da Silva
Scorer:	José Cardoso
Doctor:	To be appointed later
Headquarters Coordinator:	José Cardoso
Take-Off Marshal:	To be appointed later
Goal Marshal:	Ian Lopes
Public and Press Relations:	Valentina Correia
Photographs, videos:	Luis Miguel Matos
Social events:	To be appointed later
...	
FAI Steward:	Fabio Loro (ITA)
FAI Jury President:	Andy Cowley (GBR)
FAI Jury Members:	Popa Valentin (ROM); 3 rd juror tba.

3 - Programme

Official Registration: 16th of July – 09:00 to 18:00 – Headquarters.
Mandatory Safety Briefing: 16th of July – 18:15 to 19:15 – Headquarters.
Opening ceremony/Parade: 16th of July – 19:30 – Place to be announced.
Welcome Dinner: 16th of July – 21:00 – Place to be announced.

1st Team leader meeting: 17th of July – 08:30 to 9:30 – Headquarters.
Official training day: 17th of July.

Contest flying days: 18th of July to 28th of July.

Prize-giving & Closing Ceremony: 28th of July – 21:00 – Place to be announced.

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 by SMS or email.

Typical schedule on training and competition days

08:30 Headquarters open
08:45 Team Leader meeting
10:00 Transportation to take off
11:00 Task and Safety Committee meetings
11:45 Pilot briefing/Task briefing
12:30 Take-off window opens (depending on the actual weather conditions)
17:00 Scoring office opens
20:00 Provisional results (depending on the last pilot being retrieved)

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 by SMS or email.

4 - Entry

The maximum number of pilots in the championship is 150.

The maximum number of pilots that may be entered by a NAC is 30 total and 28 of one gender.

The maximum number of pilots constituting a national team is 5 total and 4 of one gender.

Non-Continental guest pilots are accepted in the conditions of Section 7 Common 2.5.3.

Deadlines for applications to compete, allocation and payments are the same as for Continental pilots.

5 - Eligibility to compete

Eligibility to compete: according to Section 7A - 2.2.2.

Exceptions to pilot qualification requirements: according to Section 7A - 2.2.6.

The ranking reference date for qualification criteria, nation priority table and allocation is the ranking published on **April 1, 2018**.

6 - Application to compete

All applications must be made through the official website registration page starting from **March 1, 2018** and finishing on **April 16, 2018**.

All information required on the application form must be filled.

Application and information must be validated by the NAC or their official representative.

Application not validated by the NAC or their official representative will be disregarded. NAC's are invited to submit applications for pilots in high enough numbers, so they can be included in case of extra allocation rounds.

7 - Allocation and payments

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

The first allocation round will be made and results published on the official website on **April 17, 2018**.

The entry fee payment process will start on **April 18, 2018**.

Confirmation of payment transfers must be sent to the organisers by email before **May 17, 2018**.

Applications with fees paid, but not received or confirmed by the deadline will be refused.

After the first payment deadline, the team allocation table will be updated. Any unpaid places will be reallocated.

The final allocation will be made on **May 18, 2018** until a total of 150 pilots are reached or no more applications remain.

The deadline for the final payment will be **June 25, 2018**.

For any late payment, a supplementary fee of 50 € will be applied.

If places remain unallocated (cancellation or for any reason), additional pilots (European or non-European) may register until **the registration day of the competition**, as long as said pilots fulfil the entry and eligibility to compete criteria.

Any remaining spots will be offered:

- First to a European pilot of the same NAC in the situation of the vacancy coming from a cancellation.
- Second to European pilots in the order of the WPRS nation ranking, starting where the second allocation round finished.
- Third, to a non-European pilots.

8 - Entry Fee

The Entry fee will be:

- 450 € per pilot.
- 250 € per team leader / assistant.

Team leaders who are also pilots in the competition will pay only the pilot entry fee.

The Entry fee includes:

As a minimum:

- Color map of task area showing take-off, turn-points, landing fields and restricted airspace and areas.

- ID card & safety/contact information.
- Contest numbers.
- Transport to take off and retrieve on the main routes for all competition days.
- Upload of turn-points with GPS coordinates.
- GPS track-log download.
- Live tracking.
- Competitor and glider identification.
- Daily snack package, water.
- Event T-shirt.
- Free access to all championship events and parties.
- Free internet (Wi-Fi) access at the HQ.
- First aid medical service.
- Local SIM card.

Entry fees for France and Italy are to be paid to the following account:

FAI CIVL bank account details:

Address: Crédit Suisse Private Banking
Rue du Lion d'Or 5-7
Case postale 2468
CH —1002 Lausanne
Switzerland

Account name: FAI-CIVL Fédération Aéronautique Internationale
Account Number (Euro): 0425-457968-32-6
IBAN Code: CH63 0483 5045 7968 3200 6
SWIFT/BIC Code: CRESCHZZ80A

Please indicate that the payment is the entry fee for the **15th FAI European Paragliding Championship (ID 12126)** and state the **member NAC**.

All other entry fees are to be paid to the following bank account

Account Name: Federação Portuguesa de Voo Livre
Bank Name: Caixa Geral de Depósitos
Account Number: 0557037690230
IBAN Code: PT50 0035 0557 00037690230 92
Swift Code: CGDIPTPL

Please indicate **CIVL IDs** of all the pilots you are paying for.

Refund policy

In the event of pilot withdrawing from the competition before June 25, 2018 and who cannot be replaced by a qualified NAC-nominated pilot from that nation, a full refund will be offered, less 150€ for administration costs.

Cancellations received after this date will not be eligible for a refund.

9 - 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 submit the required documents to the organiser before the official registration.

Online FAI Sporting Licence is mandatory for all pilots.

10 - Insurance

The organisers require documentary proof in English of a valid:

- Insurance covering public liability risk to the value of minimum one hundred thousand (100,000) €, which must be presented to the organisers at registration.
- Insurance for personal accident covering paragliding specific activities in Portugal and Spain, including life and permanent disability with a minimum value of twenty seven thousand five hundred (27,500) € and treatment/medical expenses and repatriation coverage with a minimum value of five thousand (5,000) €

The organiser will offer at the HQ prior to registration:

- Insurance covering public liability risk and medical/accident insurance at a price of 80 €

11 - Equipment

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

In addition, pilots are required to fly with:

- Live trackers (provided by organization)
- Mobile phone

Radio

All pilots must fly with a radio able to receive and transmit on the safety frequency (143.925 MHz) and retrieval frequency (143.950 MHz).

Flying with radio tuned into Safety Frequency 143.925 and engaged at all times is mandatory.

Using a previously announced Team frequency is allowed as long as pilot's radio permits monitoring of this Team frequency while simultaneously receiving broadcasting on the Safety Frequency.

Contest number

As per Common Section 7 - 5.2.4.

The numbers supplied by the organisers must be placed under the centre of the wing, top towards the leading edge. Contest numbers must be at least 40 cm high and with a line thickness at least 40 mm.

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

12 - Take off sites

Main take off: **Serra do Larouco - South** (N 41° 52.888' W 007° 43.155')

- Access: Asphalt road from HQ and from official landing field to the Take-Off. Total time from HQ to take-off between 15 to 20 min.
- Altitude: 1525m AMSL
- Height above valley: 520m
- Size of take-off area: Very large Take off with grass, suitable for several gliders at once
- Surface: Natural Grass
- Orientation: Southeast
- Wind Flight conditions: Take off is possible with any wind direction, for wind speeds under 10km/h
- Landing: Plain field on the valley, near the village Gralhas N41° 56.063' W007° 42.0965'

Alternative take off: **Serra do Larouco - North** (N 41° 55.105' W 007° 42.0903')

- Access: Asphalt road from HQ and from official landing field, to Serra do Larouco and dirt road about 2 km

- Altitude: 1250m AMSL
- Height above valley: 430m
- Size of take-off area: 2 Large Take-Offs, with Grass, suitable for several gliders at once
- Surface: Natural Grass
- Orientation: Northwest, North
- Wind flight conditions: From Northeast to Northwest (a round shape hill top makes possible take off with all these wind components)
- Landing: Plain field very large with several fields around N41° 56.063´ W007° 42.0965´

Alternative take off: **Serra do Larouco - West** (N 41° 53.141' W 007° 43.517')

- Access: Asphalt road from HQ and landing area to take-off. Total time from HQ to take-off between 15 to 20 min.
- Altitude: 1500 AMSL
- Height above valley: 350m
- Size of take-off area: Large Take-Off suitable for several gliders at once
- Surface: Natural Grass
- Orientation: West
- Wind Flight conditions: From West-Southwest to West-Northwest
- Landing: Plain field near the road on the valley, N42° 01.588´ W007° 41.771´

13 - Rest day

As per Section 7-A 3.9, «After six consecutive flying days, there will be one rest day, unless it is the last day of the competition. The rest day may be changed due to predicted inclement weather conditions or other constraining factor, with the agreement of the Team Leaders».

If a rest day is called, there will be no Team Leaders briefing on that day.

A flying day is defined as a day when a team leader briefing is held and pilots travel to the take-off and either a task is started or the day is cancelled after 14:00.

14 - Launch

Launch system

Free access through a gate 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 might be used.

If an ordered launch system is used, First Task priority will be defined by the rank of participating pilots in the current WPRS ranking.

Later in the competition, current ranking of the competition will be used as a priority reference.

Priority

In case an ordered launch system is used, the top 15 male pilots will have priority to enter the take-off area at any time. The top 3 female pilots will have the priority to enter the take off at any time.

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 to perform one take-off accountable for ranking in a particular task with the exception of **Serra do Larouco - West** take off, where multiple relaunches may be allowed at the Meet Director's discretion. In the event of relaunches the retrieval system will be defined at the Meet Director's discretion and will be communicated during the Pilot's briefing/Task briefing.

A failed take-off attempt or a safety problem arising immediately after take-off which results in a landing in a proximity (to be determined by the Meet Director) or on the take-off itself will not count as one take-off.

In case of technical problems immediately after pilot's take off, he/she may land at the take-off or in a proximity. If this case occurs, pilot must report to the Meet Director and get approval from the Take-off Marshall before a second launch.

Wind speed at take off

The maximum average wind speed in which a task shall be flown is 7 m/s, measured at take off altitude.

Wind speed will be determined by the Meet Director or Safety Director using their own devices. No other measurement will be considered as official.

Launch may be temporarily suspended if the window has been opened and 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.

15 - Airspace and other restrictions

Altitude limits due to airspace will apply. The actual figures will be confirmed at the Mandatory Safety Briefing but higher limits may apply on a daily basis after consultation with the Aviation Authorities. In such a case the day's altitude limits will be announced at the task briefing.

16 - Goal

There will be no goal specific rules.

Goal line, virtual or physical, as well as goal cylinder, may be used as a goal.

17 - Task Setting

Task advisory committee

It will include the steward and 3 pilots.

Safety committee

It will include 3 pilots.

National Borders

Permission to launch or fly part or all of any task in Spain will be granted according the Spanish authorities.

18 - Live Tracking

The organization will provide Live Tracking equipment to all pilots (LTD: devices for real-time tracking) to be used in each task. These devices will be used to increase safety, achieve

significant media impact, to improve recovery services pilots and as the primary source for scoring.

Upon receipt of their LTD the pilots will be responsible for its proper use and maintenance, making sure it is turned on during the flight and returning it to the organization at the end of each task.

In case of loss or damage of the LTD, pilot will be asked the full compensation of damages, amounting to 200 €

19 - Scoring

As per Section 7A – 5 and Section 7A - Annex GAP document.

For scoring, CIVL approved FS (Flight Scoring) program will be used.

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

The primary source of scoring is Live-tracking logs. Any other source that meets the requirements of S7A-Cross Country - chapter 4 and S7A-CIVL GAP Annex - chapter 4, can be used as backup.

If non-European pilots are accepted, they will be treated as European pilots for task scoring purposes, but will be filtered out of the final results and there will be two sets of results published: an 'Open' list and a 'European' list, for the championships' purpose.

20 - Penalties

As per Section 7A - 6.

21 - Complaints and protests

As per General Section and Section 7A - 7.

Team Leaders are encouraged to read Section 7 Guidelines and Templates - 7, before making a complaint or a protest.

The protest fee is 50€. It will be returned if the protest is upheld.