



LOCAL REGULATIONS

PORTUGUESE NATIONAL PARAMOTOR LEAGUE

Chaves from 16th to 19th March 2023



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2 MICROLIGHT / PARAMOTOR

2.1 INTRUCTION

The procedures of this Competition shall be governed by the requirements of the General Section and Section 10 of the FAI Sporting Code regarding Category 2 events, by Portuguese Free Flight Federation (FPVL) Competition Rules and 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.

Personal data and image rights. When registering to the event, the pilot is explicitly:

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, such as results publicity, etc.

Assigning all image rights to the organization for use in promotional activities related to the event, the sports, and the federative activity.

These Local Regulations combine the General Section and Section 10 of the FAI Sporting Code with regulations and requirements specific to this championship. The FAI Sporting Code shall take precedence over the Local Regulation wording if there is omission or ambiguity.

2.2 PROGRAMME DATES

Reception, aircraft inspection, registration:	16/03/2023 – 8:00 as 12:00
Mandatory safety briefing:	16/03/2023 – 12:00 as 14:00
Contest starts	16/03/2023 – 14:30 to 18:00
Contest Flying Days	16th to 19th – 8:00 to 18:00
Closing Ceremony, Prize-giving	19/03/2023 – 14:00

2.3 OFFICIALS

Competition Director	Joaquim Lopes
Deputy Director	Paulo Ferreira
Jury:	President), To be defined
Stewards:	To be defined
Representative of pilots	to be defined at the safety briefing

2.4 ENTRY

The Portuguese League is open to all pilots with a valid licence for the Open class, for FAI category only pilots with a FAI licence will score for ranking FAI.

Male and female Paramotor pilots for PF & PL classes, and wheelchair bound pilot in class PL1.

- Class RPF1m and RPF1f

R – FAI category, **P** – paramotor, **F** - Foot Launch, **1** – one pilot, **m/f** - male or female

- Class RPL1m and RPL1f

R – FAI category, **P** – paramotor, **L** – Landplane, **1** – one pilot, **m/f** - male or female

- Class RPL2

R – FAI category, **P** – paramotor, **L** – Landplane, **2** – two pilot, **m/f** - male or female

Entries must be made on the official Entry Form. (Website: <https://landforadventures.com/>)

If applications, with fees paid, are not received by February 28, 2023, the entry may be refused.

The entry fee is:

- 60 € (sixty euros) for Pilot and Co-pilot in Each Class
- 40 € (forty euros) for Team Leader, Assistant, Mechanic, Guest.

The entry fee includes:

- Competition operations (setting, controlling, and evaluating the tasks),
- All competition materials (maps, task descriptions, control point atlases, pylons, stickers, etc.),
- Free use of the airfield and free entry to all official events,
- Place for each team with water,
- Preferential prices to eat.
- Event T-shirt,
- Lunch at the closing ceremony

Payment Details:

To: Anabela Melo
IBAN: PT50 0035 086000007742300 71
SWIFT/BIC: CGDIPTPL

3 REFUND OF ENTRY FEES

3.1 EVENT CANCELLATION

If the event is cancelled or does not take place, all entry fees that have been paid shall be returned.
If the event is stopped by Jury decision or by force majeure, entry fees shall be returned with less 15 € to cover costs with the organization.

3.2 WITHDRAWAL FROM THE EVENT

Participants who withdraw from the Portuguese National League before the start of the official practice period shall be entitled to a refund of part of their entry fees according to the scale below.

30 days (or more) before = 100%
29 days (or less) before = 50%

Participants who withdraw after the start of the official practice period shall receive no refund.

3.3 INSURANCE

Third party insurance and personal accident insurance is mandatory, insurance against damage to aircraft are highly recommended.
Documentary proof of insurance must be presented to the organizers at registration.

3.4 LANGUAGE

The official language of the Championships is Portuguese, but briefings can also be in Spanish or English.

3.5 TROPHIES

Up to third place in each classification, if there is a minimum of three participants.

The classifications are:

- **Open** (all participants)
 - Male
 - Female

- **Portuguese National League** (pilots with a Portuguese licence)
 - Male
 - Female

- **Teams** (the best three pilots in each team)
- **Clubs** (the best three pilots in each club)

3.6 LEAGUE CLASSES

The Portuguese National League will be held in the following classes:

RPF1m + RPF1f, RPL1 and RPL2

3.7 CLASS VIABILITY

For a class to be valid there must be competitors from no less than 3 pilots in a class, ready to fly the first task, and must start a minimum of one task.

3.8 CHAMPIONSHIP VALIDITY

The title of Champion shall be awarded only if there have been at least 3 separate tasks.

4 GENERAL COMPETITION RULES

4.1 REGISTRATION

On arrival the pilots shall report to the Registration Office to have their documents checked and to receive supplementary regulations and information. The following documents are required:

- 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
- Proof of a valid Insurance (third party and personal accident insurance)
- Aircraft Certificate of Airworthiness or Permit to Fly.

The Registration Office will be open as indicated on the website and official telegram group.

4.2 PILOT AND NAVIGATOR QUALIFICATIONS

A competing pilot shall be of sufficient standard to meet the demands of an international competition and hold a valid pilot license or equivalent certificate. Both pilot and navigator must hold a License issued by his own NAC.

4.3 AIRCRAFT AND ASSOCIATED EQUIPMENT

Aircraft and equipment provided by the competitor must be of a performance and standard suitable for the event. The aircraft must always comply with the FAI definition of a Microlight or Paramotor.

The aircraft shall fly throughout the championships as a single structural entity using the same set of components as used on the first day except that propellers may be changed provided that the weight limit is not exceeded and the Certificate of Airworthiness or Permit to Fly is not invalidated.

All aircraft must be made available during the Registration period for an acceptance check in the configuration in which they will be flown. The organisers have the right to inspect for class conformity and airworthiness and, if necessary, ground any aircraft for safety reasons at any time during the event.

All aircraft must be equipped with a simple method of sealing the fuel tank.

4.4 PILOT RESPONSIBILITIES

Pilots are responsible for a proper conduct, for ensuring that will not fly if is suffering from any disability which might endanger the safety of others and that they have read and understand the rules.

Are responsible for their own flight and the decision to fly, regardless of the security resources made available by the organization.

4.5 STATUS OF RULES AND REGULATIONS

Once competition flying on the first day has started:

No rules or regulations may be changed. Any additional requirements within the rules needed during the event will not be retrospective.

Competitors may not be substituted, change to another class nor change their aircraft.

4.6 PRACTICE & REST DAYS

There is no official practice period day preceding the opening of the Championship.
Rest days will only be held on account of bad weather or unforeseen emergency.

4.7 COMPLAINTS

A competitor who is dissatisfied on any matter may make a complaint in writing to the Director.

Complaints shall be made and dealt without delay but in any case must be presented not later than 1 hour after the respective Provisional Score sheet has been published, except for the tasks of the last competition day, or for Provisional Score sheets published on or after the last competition day, when the time limit is 15 minutes.

A complaint that could affect a task result must be dealt with and answered in writing before any official score sheet is issued.

4.8 PROTESTS

If the competitor is dissatisfied with the decision about its Complaint, he may make a protest to the President Jury in writing and accompanied by the protest fee of 50 €.

The fee is returnable if the protest is upheld or withdrawn before the start of the proceedings. A protest may be made only against a decision of the competition Director.

A protest must be presented not later than 1 hours after the respective Official score sheet has been published, except for the tasks of the last competition day, or for Official Score sheets published on or after the last competition day, when the time limit is 15 minutes.

5 FLYING AND SAFETY REGULATIONS

5.1 BRIEFING

Briefings will be held on each flying day. The time and place for briefing meetings and any postponements will be informed by the official telegram group.

All briefings will be in Portuguese, Spanish and English and be recorded by tape recorder or video.

A Full task description, meteorological information, flight safety requirements, penalties, and details of any prohibited or restricted flying areas will be given.

Procedures for flight preparation, take-off, flying the task, landing and scoring together with any penalties will be specified in each task description.

All pilots must fly in the airspace defined for the event and respect the aeronautical legislation, namely with regard to VFR flight. The maximum altitude will be communicated at the beginning of the event, never exceeding 1500 m. In distance events where a flight altitude is not defined, a minimum altitude of 150 m must also be considered (which may be modified by the race director, in a briefing).

Flight safety requirements given at briefing carry the status of regulations.

5.2 COMPLIANCE WITH THE LAW

Each competitor is required to conform to the laws and to the rules of the air of the country in which the championships are held.

5.3 PREPARATION FOR FLIGHT

Each aircraft shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable.

5.4 FLIGHT LIMITATIONS

Each aircraft shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly. Any manoeuvre hazardous to other competitors or the public shall be avoided. Unauthorised aerobatics are prohibited.

5.5 DAMAGE TO A COMPETING AIRCRAFT

Any damage shall be reported to the organisers without delay and the aircraft may then be repaired.

Any replacement parts must be replaced by an identical part, except that major parts such as a wing for a paraglider-controlled aircraft may be replaced by a similar model or one of lesser performance.

Note: Change of major parts may incur a penalty.

An aircraft may be replaced by permission of the Director if damage has resulted through no fault of the pilot. Replacement may be only by an identical make or model or by an aircraft of similar or lower performance and eligible to fly in the same class.

5.6 TEST AND OTHER FLYING

No competitor may take-off on a competition day from the contest site without the permission of the Director. Permission may be given for a test flight but if the task for that class has started the pilot must land and make a competition take-off on the task. Practising prior to a task is not permitted.

5.7 FITNESS

A pilot may not fly unless fit. Any injury, drugs or medication taken, which might affect the pilot's performance in the air, must be reported to the Director before flying.

Every nation has the full responsibility to fight against doping. Anti-doping control may be undertaken on any competitor at any time.

The decision to impose anti-doping controls may be taken by the FAI, the organiser or the organiser's national authority.

All relevant information can be found on the FAI Web site: www.fai.org/medical

5.8 AIRFIELD DISCIPLINE

Marshalling signals and circuit and landing patterns will be given at briefing and must be complied with. Noncompliance will be penalised.

5.9 COLLISION AVOIDANCE

A proper look-out must be always kept.

A competitor involved in collision in the air must not continue the flight if the structural integrity of the aircraft is in doubt.

During a navigation along a leg, competitors must not backtrack along the track line against the direction of the task.

5.10 CLOUD FLYING

Cloud flying is prohibited, and aircraft shall not carry gyro instruments or other equipment permitting flight without visual reference to the ground.

5.11 EQUIPMENT

It is mandatory to use:

- Helmet
- Parachute
- Boots
- Radio

5.12 ELECTRONIC EQUIPMENT

CIMA approved GNSS flight recorders and ELT's without voice transmission capability are permitted and may be carried. Sealed mobile phones, may be carried for use after landing or in an emergency, the director must be immediately informed if the seal is broken.

All other electronic devices with real or potential communication or navigation capabilities must be declared and approved for carriage by the Championship Director.

A document describing the device will be signed by the competitor when it is being sealed, and the document will be retained by the organization. After the task, provided the seal is not broken, documents will be returned to each competitor when he comes to unseal the device. If a document is still in the possession of the organization at the time of issuing the scores, the competitor will get a 100% task penalty.

Before each task the Director will ask marshals to check for infringements. The penalty is disqualification from the competition.

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

5.13 EXTERNAL AID TO COMPETITORS

Any help in navigation by non-competing aircraft, including a competing aircraft not carrying out the task of their own class is prohibited. This is to ensure as far as possible that the competition is between individual competitors neither helped nor controlled by external aids.

6 CHAMPIONSHIP TASKS

6.1 GENERAL

To count as a valid championship task all competitors in the class concerned will be given the opportunity to have at least one contest flight with time to carry out the task.

A task for each class may be different and a task may be set for all classes.

A competitor will generally be allowed only one take-off for each task and the task may be flown once only. A competitor may return to the airfield within 5 minutes of take-off for safety reasons or in the event of a GNSS flight recorder failure. In this case a further start may in principle be made without penalty but equally the competitor must not benefit in any way from restarting. Exceptions and penalties will be specified in the Task Description.

Precision tasks may be combined with other tasks or set separately.

6.2 TASK PERIOD

Times for take-off, closing of take-off windows, turn points and last landing will be displayed in writing. If the start is delayed, given times will be correspondingly delayed unless specifically briefed to the contrary.

6.3 TASK SUSPENSION OR CANCELLATION

The Director may suspend flying after take-offs have started, if to continue is dangerous. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the task shall be cancelled. Once all competitors in a class have taken off or had the opportunity to do so, the task will not be cancelled except for reasons of force

majeure.

6.4 TYPES OF TASKS

N - Flight planning, navigation estimated time and speed. No fuel limitation.

N1, N2, N3 and N4

E - Fuel economy, speed range, duration, with limited fuel.

E1 and E2

P - Precision

P1, P2, P3, P4, P5, P6 and P7

A catalogue of tasks (and their scoring systems) to be implemented during the championship is attached to these local regulations.

6.5 FLYING THE TASKS

Any part of a competition task may be flown either:

- along a set course in the direction specified at the briefing,
- along an inflight decided course in the direction selected by the pilot,
- according to a local pattern specified at the briefing.

The resulting complete task is the combination of the above.

Order of take-off may be:

- a scheduled take off order, balloted by the Organiser,
- open window,
- current championship or reverse championship order

The actual scheduled take off order is annexed to the relevant Task Description.

If a touch and go is required in order to separate parts of a task, details will be given in the Task Description and at the briefing.

6.6 OUTLANDINGS

Out landings shall be scored zero, unless specifically stated at the briefing. If a pilot lands away from the goal field or from base he must inform the organisers by telephone, with the minimum of delay and at the latest by the closing time of the task. He may break the fuel tank seal and fly home or return by road.

Evidence of the landing place must be obtained from GNSS flight recorder evidence. On return to base he must go immediately to Control with his evidence. Failure to follow this procedure without good reason may result in the pilot not being scored for the task or charged for any rescue services which have been called out, or disqualification.

6.7 FLIGHT BOUNDARIES

Flights terminating beyond the boundaries of the organiser shall score "0" in the task.

6.8 EMERGENCIES

A competitor landing to help an injured pilot will not lose points and will be benefited with points according with the Director decision.

6.9 THE SECURE AREA

This is a clearly marked area where the aircraft must be placed from time to time as instructed by the director. Once in the Secure Area and without the expressed permission of the director, no aircraft may be touched for any reason other than to remove it from the Secure Area. Competitors who do not respect the rules of the Secure Area may be liable to penalty.

7 CONTROL OF TASK FLIGHTS.

7.1 TIMING

All times are given, taken and calculated in local time or simple elapsed time, rounded down to the most accurate permitted precision.

7.2 FUELLING

Fuel will be measured by volume for any given refuelling session. Measured fuel quantities include oil where it is mixed with petrol shall be within $\pm 10^{\circ}\text{c}$ of the ambient temperature.

Refuelling will be in the order and in accordance with the instructions given at briefing. Failure of the aircraft to be present on time may result in penalty for the pilot.

An official observer, or a rival pilot must control fuelling.

7.3 ACCURACY

Landing accuracy will be verified by video cameras.