

**Bid for organising a
"FAI World Gliding Championships 2010"
STANDARD, CLUB, WORLD CLASS**

All the information sought in this bid document must complete prior to the Bid being submitted. Details, such as a diagram of the airfield, may be included as an Annex. When completed an electronic copy of the Bid must be sent to the IGC Bid Expert (emozer@deltamold.com) before the closing deadline to enable the bid to be checked for completeness. Once the bid has been checked and amended as necessary, the IGC Bid Expert will forward the application to the Secretary of the IGC.

Event and Year:

"FAI World Gliding Championships 2010"
STANDARD, CLUB, WORLD CLASS

Applicant:

Name:

Slovak National Aeroklub of gen. M. R. Štefánik together with Aeroklub Prievidza

Date of Application: July 03 – July 18, (alternatively July 10 – July 25)

Organising Gliding Club or other organisation:

*Aeroklub Prievidza
Letisková 8
971 03 Prievidza
Slovak Republic
Europe*

Proposed Competition Director: *Jozef Šnirc*

Championships director of following competitions:

Slovak National Championship 2002 – 2006

European Women's Gliding Championship 1997 (Deputy Director)

Proposed Organisation of the event: (provide brief details of the timescale proposed for the organisation of the event, including any critical milestones and any financial constraints)

- *Deadline for entries: March 01*
- *Official training: June 28- July 2 (alternatively Jul 5- July 9)*
- *Competition Flying: July 3- July 17 (alternatively July 10- July 24)*
- *Prize Giving Ceremony: July 18 (alternatively July 25)*
- *No financial constraints are expected, since the airfield is owned by the organising club.*

Airfield:

Airfield Prievidza – Slovak Republic (LZPE)

Contact person (for the applicant):

Name: Jozef Šnirc

Address: Aeroklub letisko Prievidza, Letisková 8, 971 03 Prievidza, Slovak Republic

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1. Applicant

1.1 Name and address of National Aero Club or other applicant

Slovak National Aeroklub of Gen. M. R. Šefánika

letisko Vajnory

83101 Bratislava

Slovak Republic

1.2 Number of active gliding members

– 950 - 1000

2. Site

2.1 Name of the airfield

Airfield Prievidza (LZPE)

2.1.1 Co-ordinates

484558N 0183512E

2.1.2 Direction and distance to nearest town, population of this town

245°, 2,5 km from Prievidza (railway station), population 62 000 inhabitants

2.1.3 Experience of airfield staff in organising championships/ competitions

All the events mentioned above have been organised together with our airfield staff. There is at least one gliding competition every year at the site, which makes the staff well experienced and up to date with the rules of the gliding competition.

2.2 Proposed period for the event

2.2.1 Training

June 28- July 2

2.2.2 Competition

July 3- July 17

2.2.3 Alternate dates for training

alternatively July 5- July 9

2.2.4 Alternate dates for Competition

alternatively July 10- July 24

2.3. Airfield operating data (provide details for the following)

2.3.1 Surface of airfield, number and directions of runways

Grass, 04R 038° / 22L 218°, 04L 038° / 22R 218°

Runway strip 1200m x 120m with wide safety side strips

2.3.2 Maximum number of gliders that can be accepted

100

- 2.3.3 Number of towplanes that will be employed
12
- 2.3.4 Meteorological facilities that will be provided
Fully equipped meteorological station is on the site. Professional and experienced local meteorologist will be employed during the event.
- 2.3.5 Parking facilities for gliders
On the west margin of airfield. with enough place for the all trailers and gliders.
- 2.3.6 Repair facilities for gliders
Hangar space and state of the art equipment will be made available to affect any necessary repairs to CFRP/GFRP gliders and professional repair shop AEROSPOOL Ltd. company which is based at the site.
- 2.3.7 Repair facilities for radios and instruments
Technician capable to serve modern radios and avionics will be in attendance at site
- 2.3.8 Oxygen requirements and supply facilities, if required
Not required.
- 2.3.9 What plans do you have to implement the FAI Environmental Code of Conduct during your event?
We expect to consult the use of the national park airspace with environmental specialist in order to avoid wrong impact on the local nature. The use of the high performance UL towplanes will eliminate the noise impact on local environment during the take off period.
- 2.4 Airfield layout (provide descriptions for the following facilities at the airfield)
 - 2.4.1 Briefing Room:
Main Hangar
 - 2.4.2 Common Room(s) for the competitors
Bar - Restaurant with unlimited high speed wireless internet connection, Briefing Hangar.
 - 2.4.3 Meeting Room for the International Jury
Aero club class room.
 - 2.4.4 Press Centre
Special press centre will be prepared for this event and Airfield. Fully equipped Administration Office will be available for press personnel too.
 - 2.4.5 Communication and internet equipment
Wireless LAN, ISDN telephone and FAX, webcam.

- 2.4.6 Post and Banking
In Prievidza city and during the contest provided at the site.
- 2.4.7 Insurance availability
In Prievidza city and during the contest provided at the site.
- 2.4.8 Toilets, wash rooms and shower rooms
Available in the restaurant, hangar and at the camp site
- 2.4.9 Car parking
Paved parking place near the airfield administration building and in camp site.
- 2.4.10 Emergency (including fire)
The organiser will elaborate detailed plane for all emergency situations. This is also legal requirement of the nation CAA office for the event. Public Fire Brigade and Emergency Organizations will be informed in advance and are all in near reach.
- 2.4.11 Medical and First Aid
High standard medical services are available within the town. A first aid centre and stand-by emergency service will be provided at the site during contest.
- 2.4.11 Conference and office rooms for the OSTIV Congress, if required
Not relevant

3. Accommodation and food for competitors (provide details of the following)

- 3.1 Accommodation facilities available in the local area
Accommodation facilities available on airfield, 4 rooms for International jury and pension with 5 apartments on the airfield, many hotels, pensions and restaurants close to the airfield and in downtown.
- 3.2 Camping facilities at the airfield
Large and well equipped camp site is located at the airfield.
- 3.3 Catering for competitors at the airfield
Bar - Restaurant at the airfield one of the best in town.

4. Competition area (provide descriptions of the following)

- 4.1 Topography in the contest area
The site is on the middle of mountain's region of Slovakia. The contest area has a range in southern direction till Danube River with typical flat land and in the northern direction till High and Low Tatra Mountains with highest peaks up to 2500 m MSL. In the valleys of these mountains are sufficient landing areas, even for aero-towing application direct from the field. At whole other area are excellent and safe landing possibilities at period in which the event will be done.
Tasks will be set within the area which covers almost whole west and middle part of the Slovak Republic and part of Hungarian and Czech a Polish airspace.

4.2 A comprehensive survey of meteorological conditions

In the proposed period very good weather conditions with intensity of average thermals form 2 to 4 metres per second and cloud bases from 2500 to 3500 m MSL are expected. The mountain ranges of Low Tatra and other produce cloud streets with excellent thermals and extended cloud base usable for high-speed cross-country flights. Wave conditions are seldom in the proposed period. Professional meteorologist with good experiences in gliding condition forecasting will provide meteorological service. The satellite service will be available to pilots and crews at the site.

4.3 Airspace restrictions in the contest area

The airspace will be penned for both training and competition period. There are several low level flight restricted national parks in the mountain area. There is military airbase with it's TMA located some 15km east of the site. There are military training areas south of the military TMA. Organiser ensures the appropriate use of the above mentioned airspace by proper and advanced coordination of the event through national airspace management body. Some priority for the event will be evaluated. Top altitude will be minimum 8000 FT with and this will be increased to FL 90 in the mountain area.

4.4 Typical tasks to be expected

Typical tasks set will be Racing Tasks and Assigned Area Speed Tasks with length from 150 to 600 km for Club class gliders and from 200 to 750 km for Standard class gliders.

4.5 Road and traffic conditions

Roads are in good conditions, carrying not generally less traffic than equivalent roads elsewhere in Europe. Speed limits are strictly enforced and alcohol limits are zero.

5. **Rules** (Note: The Championships must be conducted in accordance with Annex A)

5.1 Indicate the options intended to be used from Annex A for:

Generally, the latest IGC Competition Rules will be used. Particular conditions or possible restrictions will be given in the Local Rules. 1000 Point system will be in use.

5.2 Indicate any particular conditions or possible restrictions that may be applied:

5.2.1 For pilots and crews

Pilots must have an ICAO compliant glider license. If not transcription of their license must be requested to the Slovak CAA before the competition.

There are vise required for some non eropean nations.

Crews: The sam as fo pilot except the licence requirement.

5.2.2 For sailplane and equipment

Gliders must have a valid certificate of airworthiness or a permit to fly, approved by Slovak CAA office.

5.3 Number of competitors:

5.3.1 State the maximum number of competitors that may be entered in each class and the total for the competition

Standard Class max. 35 competitors

Club Class max. 40 competitors

World Class max 25 competitors

5.3.2 Provide justification for this number

100 glidres is the maximal recommended runway capacity.

5.3.3 Indicate how the classes will be separated for:

5.3.3.1 Starts

Separate grid for each class

5.3.3.2 On task

Different tasks and departure legs for each class

5.3.3.3 Finishing and landing

Time limitation or lenght for the task deepending on class.

6. Costs (provide details of the following costs in Euros or USD)

6.1 Entry fee

650 EUR per glider

6.1.1 Services included in the entry fee

- ◆ *All airfield service*
- ◆ *Maps ICAO and road*
- ◆ *Turn points and Airspace file*
- ◆ *Validation of GNSS Loggers*
- ◆ *Photocopying of briefing / meteorological information*
- ◆ *Results service, trophies, medals certificates*

6.1.2 Cost of aero tows

30 EUR per launch

6.2 Price of car fuel per litre/gallon (estimate)

1,1 EUR per litre (current price and exchange rate 1 EUR = 36 SKK)

6.3 Rental cars

AVIS, HERTZ or EUROPCAR car rental companies are well established in the country. Economy car price 70 EUR/day.

6.4 Accommodation (as appropriate for local facilities)

6.4.1 Hotels

Price for hotel room is from 20 to 90 EUR / person / day depending on the level of services included.

6.4.2 Apartments

Price similar to hotel room.

- 6.4.3 Bed and Breakfast
From 15 to 40 EUR / person / day
- 6.4.4 Self Catering
Outdoor fireplace + grill at the airfield. Very cheap foodstuffs
- 6.4.3 Camping
Camping at the airport will be 200 EUR / person plus caravan or tent / all period, each next crew member 50 EUR
- 6.5 Catering (as appropriate for local facilities)
 - 6.5.1 Hotels
Many hotels, hotel meals costs approximately 12 EUR per day.
 - 6.5.2 Restaurants
On the airfield and many in town similar prices to hotel
 - 6.5.3 Self Catering
Many shopping centres in town.
 - 6.5.4 On the airfield
Restaurant at the airfield. Meals at the airport will cost approximately 9 EUR per day

- 6.7 Provide an indicative example for the expected total costs for a team of 4 pilots with 4 assistants and 1 team captain
Price list:
Camping at the airfield: 200 Euros per caravan or tent (sec. person 50 EUR)
Accommodation in Hotels: approx. 20-90 Euros /day
Full board at the airfield restaurant for one person: 9 Euros/day

Example

<i>Cost for one pilot and with his assistant for 21 days</i>	
<i>Entry fees:</i>	<i>650 Euros</i>
<i>Tow fees = 30 Euros x 21 days</i>	<i>630 Euros</i>
<i>Camping</i>	<i>250 Euros</i>
<i>Catering = 9 x 21 x 2</i>	<i>378 Euros</i>
	<i>-----</i>
<i>Total</i>	<i>1908 Euros</i>

Whole the costs than will be 7632 EUR for 4 crews and 389 EUR for one team captain.
Team cots are 8021 EUR all together.

7. Glider Hiring (provide information on the following)

- 7.1 The availability of local gliders for hire
Private arrangements maybe possible. Help for arrangements can be offered from the organizer. There is limited number of World class and Standard gliders available in the near area. Overseas competitors will be provided assistance to such sailplanes in Germany or Austria.

7.2 The costs of hire
Club and World class from 50 EUR/day, Standard class from 80 EUR/day

7.3 Any restrictions on hire (e.g. license requirements)
*The pilot must have a license recognised in the country of the aircraft registration The best is to have ICAO Compliant licence.
Transcription is possible but must be requested well before the competition*

8. Training

8.1 Provide details of any proposed training opportunities prior to the Championships.
*Training is possible during the official training. Additional training can be organized upon request.
In 2009 will be organized test event with similar operation arrangements as on Championship 2010.*