



## World and Continental Gliding Championships

### Initial Bid Form

All the information sought in this bid document must be completed prior to its submission. Details, such as a diagram of the airfield, may be included as an Annex. When completed an electronic copy of this form must be sent to the IGC Bid Specialist Mandy <mandytemple.australia.igc@gmail.com> before the closing deadline of September 30 of the year prior to the presentation of the Bid to the IGC Plenary. When the information on this form has been checked and amended as necessary, the IGC Bid Specialist will forward it to the IGC Secretary.

The form has been updated this year to address an issue with alterations to Entry and Tow costs after a bid is accepted. Please see Section 6 for more details.

#### Applicant:

Name: *András Zénó Gyöngyösi*

Date of Application: *31<sup>st</sup> December, 2022*

#### Organising Gliding Club or other organisation:

*Hungarian Gliding Association and Hungarian Aeronautical and Airsports Association*

#### Name and address of National Aero Club:

*Repülő és Légisport Szövetség (Hungarian Aeronautical and Airsports Association)  
H-1016 Hungary, Hegyalja ut 7-13.*

#### Proposed Competition Director: *András Zénó GYÖNGYÖSI*

*Meteorologist and competitor glider pilot. IGC Delegate and President of the Hungarian Gliding Association from 2009 till end of 2022, Vice President since then. Head of Training in the Hungarian Gliding Association's DTO. Championship Forecaster Meteorologist and member of Organizing Committee at numerous gliding competitions (including Hungarian Nationals, LX Cups, Flatland Cups, Flight Challenge Cups, WWGC 2009, WGC 2010, EGC 2015, 13.5m WGC 2017), organizer of several competitions, Competition Director of (flapped) WGC 2010 and 2017, Deputy Competition Director of (heavy) EGC 2015 at Ócsény. Member of Hungarian National Gliding Team from 2008 till 2010, participant of WGC 2010 at Prievidza (in Standard Class). Championship Director of FAI 13.5m Class World Gliding Championship in 2017 at Szatymaz, and Junior's World Gliding Championship in 2019 at Szeged. Competition Director of the WGC in heavy classes at Szeged in 2022.*

**Proposed Organisation of the event:***Peter SZABO*

*President of the Hungarian Gliding Association, chief of Aeroclub Alfoldi (the largest and most successful gliding club in Hungary), chief of Airfield Szatymaz (location of many-many successful international competitions LX cup and Hungarian Nationals), member of the Organizing Team of EGC2002, and Chief Organizer of the 2022 WGC at Szeged, IGC Delegate, Member of Gliding Team Hungary for decades, participant of several European and Worlds Gliding Championships, co-organizer of the FAI CIVA price winner WGAC 2016 event. He is also the coach of the Hungarian Gliding Team since 2016.*

**Airfield:***Békéscsaba Airport (LHBC)***Contact person (for the applicant):**

Name: *András Zénó Gyöngyösi*  
Address: *2120 Dunakeszi, Duna sor 56.*  
Email address: *andras.zeno.gyongyosi@ttk.elte.hu*  
Phone Number: *+36 20 777 9996*

**1. Event and Year**

## 1.1 Name of Competition

*23<sup>rd</sup> FAI European Gliding Championships in the 18 Metre, 20 Metre Multi-seat and Open class*

1.2 Year of event *2025*

**2. Site**

2.1 Name of the airfield *Békéscsaba LHBC*

2.1.1 Co-ordinates *N464100 E0210945*

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

*The city of Békéscsaba (capital of county Békés) is adjacent to the Aerodrome, the city centre is in 5 km distance from the entrance of the Airport. Population of Békéscsaba is about 60 thousand inhabitants. The population of the city of Gyula (which is a famous touristic destination and is 10 km away from the Aerodrome) is about 30 thousand inhabitants.*

2.1.3 Experience of airfield staff in organising championships

*On the key positions the same persons as on the 37<sup>th</sup> WGC at Szeged in 2022. Several Hungarian National Gliding Championships, and two European Gliding Championships (in 1992 and in 2002) have been held here.*

2.2 Proposed period for the event

2.2.1 Training Dates *23 – 25 Jul 2025*

- 2.2.2 Competition Dates *27 Jul – 8 Aug 2025*
- 2.2.3 Alternate dates for training *N/A*
- 2.2.4 Alternate dates for competition *N/A*

2.3. Airfield operating data

2.3.1 Surface of airfield, number and directions of runways  
*RWY 17L/35R 1300x30m asphalt plus the grass area (1300 x 80 m) near the asphalt RWY, RWY 17R/35L 790x40m grass. See diagrams in the Appendix.*

2.3.2 Number of towplanes that will be employed  
*8 towplanes per non-selflauncher gliders*

2.3.3 Meteorological facilities that will be provided  
*Experienced gliding competition forecaster Kerekes Andras (WGC Meteorologist at Szeged in 2022) present 24/7 on site.  
 Forecast supported by meteorological data obtained from the Hungarian National Weather Service (HMS) and the Hungarian Military Weather Service: upper air, remotely sensed (radar and satellite) and surface (weather, temperature, and humidity) observations and aeronautical weather hazard predictions.  
 Our own Numerical Weather Prediction Modeling System – dedicated for the purpose of the competition – is providing derived output products for the needs of the gliding competition.  
 Weather station of the Hungarian Meteorological Service's network at the airport with experienced synoptic forecasters on duty 24/7, several rawinsonde observations in the 100 km vicinity of the airport. Local "TEMP" measurements (possibly made with UAVs) up to 2000mAGL launched on every competitions' flying days.  
 Local, high frequency virtual-temperature and dew point measurements on the airfield*

2.3.4 Parking facilities for gliders  
*Separate glider parking area will be provided for each National Teams with water filling possibility*

2.3.5 Repair facilities for gliders  
*Not provided*

2.3.6 Repair facilities for radios and instruments  
*Not provided*

2.3.7 Oxygen requirements and supply facilities, if required  
*Neither required nor provided*

2.3.8 What plans do you have to implement the FAI Environmental Code of Conduct during your event?  
*Selective handling of recyclable waste*

2.4 Airfield Infrastructure

2.4.1 Briefing Room  
*Briefing Hangar will be set up in the recently renovated main hangar, equipped with high contrast beamer (visible by daylight as well), large displays, WiFi and PA system, tables and chairs. Air-conditioned room will be provided for TC meetings*

- 2.4.2 Common Room(s) for the competitors  
*Team container offices may be provided on demand for extra cost.*
- 2.4.3 Meeting Room for the International Jury  
*Air conditioned office will be provided by the Organizer in the Aerodrome Building with internet access and printing possibility.*
- 2.4.4 Press Centre  
*In the Briefing Hangar*
- 2.4.5 Communication and internet equipment  
*WiFi hotspot access will be provided by Organizers in the Briefing Hangar. Area is fully covered by three different GSM providers, providing 4G internet access in most area. Prepaid SIM cards can be purchased upon arrival.*
- 2.4.6 Post and Banking  
*In the city Bekescsaba, 5km from the contest site.*
- 2.4.7 Insurance availability  
*Teams shall ensure proper insurance coverage for gliders and team members.*
- 2.4.8 Toilets, wash rooms and shower rooms  
*Saniter containers in a number suitable for the expected number of participants and guests in the camping area will be provided.*
- 2.4.9 Car parking  
*Will be assigned.*
- 2.4.10 Emergency (including fire)  
*From the city of Bekescsaba.*
- 2.4.11 Medical and First Aid  
*From the city of Bekescsaba.*
- 2.4.12 Conference and office rooms for the OSTIV Congress, if required  
*May not be applicable for EGC.*

### **3. Accommodation and food for competitors**

- 3.1 Accommodation facilities available in the local area  
*1500+ beds in guest houses, apartments, motels and hotels for different prices in the area.*
- 3.2 Camping facilities at the airfield  
*Will be available for Team Areas, sleeping tents and caravans.*
- 3.3 Catering for competitors at the airfield  
*May be provided on demand.*

### **4. Competition area**

4.1 Topography in the contest area  
*The landscape around Bekescsaba is flat, covered by wide croplands, grasslands and mixed deciduous and evergreen forests. The average size of a typical cropland is over 1 km, ideal for safe outlanding.*  
*The soil of the surrounding area is sandy clay, or clay and loam to the East of the Tisza river, and sandy between the Danube and the Tisza rivers). Industrial area and huge green house cultivation are also good hotspots in most cases.*  
*Big rivers are sometimes significant divides of weather and may have considerable convergence effect on soaring conditions.*

4.2 A comprehensive survey of meteorological conditions  
*The climate of the Great Hungarian Plain is semi-arid and arid continental, with a mean duration of sunshine over 3000 hours and precipitation around 500 mm per year (the amount of precipitation in some unusually humid years may rise up to 1000-1500mm, even in the Southwest part of the country). Low pressure systems and weather fronts usually decay before their arrival due to the joint dissipative effect of the continental climate and the arid flatland inside the Carpathian basin. In case of the penetration of a Mediterranean*

*depression system however, 2-4 subsequent days may be influenced by low ceiling, strong wind and precipitation (in summer preferably showers but sometimes rain or drizzle as well). The average climb rates in arid years is up to 4 m/s (or sometimes more) and the convective cloud base (or top of blue thermal) around 2000m AGL (sometimes over 3000m). The initiation of thermal activity in July is around 0900LT, and thermal activity terminates usually not before 1800LT. In some exceptionally humid periods the cloud base may be at 1000m, and average 1m/s climb is expected.*

*The daily maximum temperature in July and August is usually around 30 degrees centigrade; highs over 35 are not unusual either. Daily minimum temperature usually around 20, however, in some exceptional cases, lows may drop below 15 centigrade even in July.*

#### 4.3 Airspace restrictions in the contest area

*Bekescsaba is in the South-eastern corner of the country, this area is laying the furthest from controlled airspaces of military or civilian aerodromes. Only permanent limitations are the Romanian and Serbian borders. Operators of civilian or military drones – however – require coordination and extra treatment. For this reason the tracking of competition gliders will be mandatory.*

#### 4.4 Typical tasks to be expected

*Racing and Assigned Area Tasks ranging from 250 to 750 km in usual July weather conditions.*

#### 4.5 Road and traffic conditions

*Bekescsaba can be reached through highways M5 – M44.*

### 5. Rules

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

##### 5.1.1 Starting procedures

*Start Line in all classes*

##### 5.1.2 Tasks

*RT and AAT for all classes*

##### 5.1.3 Finish procedures

*Finish Ring for all classes*

##### 5.1.4 Scoring

*Classic scoring system in all classes*

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

##### 5.2.1 For pilots and crews

*No restrictions besides EU legislation*

##### 5.2.2 For sailplane and equipment

*Mandatory tracking of gliders*

#### 5.3 Number of competitors:

##### 5.3.1 State the maximum number of competitors that may be entered the competition

*50 gliders per class, max 120 gliders*

##### 5.3.1.1 Provide explanation for this number

*Runway size is the limiting factor during launching and arrivals.*

##### 5.3.2 Indicate how the classes will be separated for:

##### 5.3.2.1 Starts

*Different start line centre points for each class*

### 5.3.2.2 On task

*Different directions of tasks between classes maintaining safety with avoidance of task crossings or sharp angles of cross country legs. Designating much more turning points (in all possible locations in the task area) than we would do on a national championship.*

### 5.3.2.3 Finishing and landing

*Arrival from common final checkpoint, avoiding counter traffic and sharp angles near last checkpoint, task setting taking into consideration the chance for a separation in expected arrival times of each classes. Landing area wide and long enough for the number of gliders to be expected during a mass arrival, and the secondary runway can be used as an emergency strip too.*

## 6. Costs

*After this bid is accepted no further increases to Entry or Tow costs will be approved.*

### 6.1 Entry fee

*1200 EUR*

*Entry fee will not change in case the year of the competition will remain 2025.*

#### 6.1.1 Services included in the entry fee

*All Operational costs are covered by the entry fee including:*

- Aeronautical Chart for the Competition*
- Competition package with utilities and surprise gifts from our Sponsors*
- Daily TC & Pilots' briefing*
- Copy of weather and task sheets for competitors and TCs.*
- Water ballast filling facilities near tie-down area*
- Text message notifications for TCs and Pilots*
- Multiple WiFi Hot Spots (reachable at most public places)*
- re-hydration beverages on the grid*
- Weather, tracking and result information displayed in social area*
- and much more*

*Aero tows, catering for Team members and accommodation costs excluded.*

#### 6.1.2 Cost of aero tows

*85 EUR (600 m AGL)*

*The price of aero tow will not change in case the aviation fuel price (in Euro) will not rise more than 15% compared to the fuel price at the end of year 2022.*

### 6.2 Price of car fuel per litre/gallon

*European standard*

### 6.3 Rental cars

*European standard*

### 6.4 Accommodation

#### 6.4.1 Hotels

*35 – 120 EUR/day*

#### 6.4.2 Apartments

*30 – 90 EUR/day*

#### 6.4.3 Bed and Breakfast

*35 – 70 EUR/day*

#### 6.4.4 Camping

*10 – 30 EUR/day*

### 6.5 Catering

#### 6.5.1 Hotels

*20 – 50 EUR/person / meal*

- 6.5.2 Restaurants *15 – 40 EUR/person / meal*
- 6.5.3 Airfield *10 – 30 EUR/person / meal*

6.6 Provide an indicative example for the expected total costs during the contest period for a pilot with 2 crew members

*Minimal costs per competitors with 2 crew: 1200 (entry fee) + 15x85=1275 (aero tow) + 3x3x18x10=540 (catering for pilot and 2 crew members) + 3x16x10=480 (accommodation): total 4575 EUR.*

## 7. Glider Hiring

7.1 The availability of local gliders for hire

*Some gliders are available locally, please contact organizers as early as possible for details.*

7.2 The costs of hire

*Standard European prices*

7.3 Any restrictions on hire (

*EU legislation*

## 8. Glider Import

*Not applicable for European Teams.*

8.1 Ports or cities of entry

8.2 Customs requirements

8.3 Customs brokers

8.4 Estimated costs and fees, including cost of transport of containers

## 9. Training

9.1 Provide details of any proposed training opportunities for teams and individuals prior to the Championships.

*Hungarian National Gliding Championships for the 18m and Open classes in the previous year (i.e., in year 2024) will be organized at Bekescsaba, with English Bulletin, Local Procedures, Briefings and scoring, open for international competitors too.*

Annexes





