



World and Continental Gliding Championships

Bid Form

This bid application process is now in 2 parts;

Part 1 is completion of the new FAI application for Organisers Agreement which is a fillable .pdf found here

<https://tinyurl.com/igcbid2023>

****ONLY COMPLETE PAGE 1 – PAGE 2 IS FOR ME TO COMPLETE****

Part 2 is completion of the more traditional IGC bid which is contained in this document

Both documents need to be received before midnight UTC on 31st December.

If your bid is approved this OA request form is sent to FAI and informs them to produce the Organisers Agreement document for your event. It is therefore very important that the FAI Organisers Agreement application document is completed as accurately as possible.

All of the information sought in Part 2 of the bid document should be completed as fully as possible prior to its submission. Details, such as a diagram of the airfield, may be included as an Annex. When completed an electronic copy of these forms should be sent to the IGC Bid Manager Mandy Temple mandytemple.australia.igc@gmail.com before the deadline of midnight UTC 31st December of the year prior to the presentation of the Bid to the IGC Plenary.

If your bid is approved the Contest Director and Sporting Director must sign the last page of Part 2 of the bid document - which is binding. Both of these documents will then be sent to FAI and will form the Organisers Agreement.

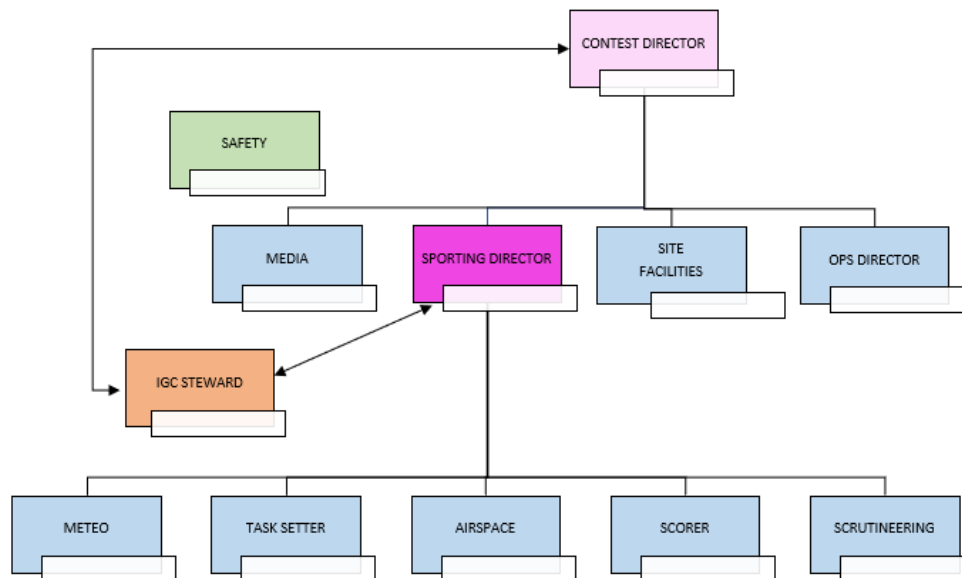
SECTION A MANDATORY

1. Organisation Structure and Personnel

In order to improve the quality of contests, from 2024 we are planning to adopt a new Structure with an overall Contest Director and an IGC approved Sporting Director - subject to Plenary approval.

This new proposed organisation structure is shown below.

This is a work in progress and there may be some adjustments in the future.



- SPORTING DIRECTOR IS RESPONSIBLE FOR MANGING ALL ASPECTS OF A SPORTING NATURE EG TASK SETTING/SCORING/METEO
- CONTEST DIRECTOR AND SPORTING DIRECTOR COULD BE THE SAME PERSON
- SPORTING DIRECTOR MUST BE APPROVED BY IGC BUREAU – LIST TO BE COMPILED

Please list as many of these officials as possible. Those marked * must be named

Contest director *	Chris Bowman
Scorer*	Neil Campbell
Sporting Director*	James Nugent
Media	Aidan Curtis
Site Facilities Director	Andrew White
Ops Director / Safety	Leo Davies
Meteo	Jacques Graells
Task Setter	Allan Barnes / Bruce Taylor
Airspace	Allan Barnes
Scrutineering	Tim Carr

2. Site

2.1. Name address of the airfield

LAKE KEEPIT AIRFIELD, 234 KEEPIT DAM ROAD, LAKE KEEPIT NSW 2340, AUSTRALIA

2.2. Co-ordinates of the airfield

30:53.433S,150:31.550E

2.3. Direction and distance to nearest international airport

SYDNEY, 458KM South East

BRISBANE, 625KM North East

2.4. Experience of the event team in organising championships

Lake Keepit has hosted numerous successful local, state, national and international events including the 2019 WWGC. The organising team also includes several pilots who have competed in previous WGC events

2.5. Proposed period for the event (in accordance with Annex A 1.2.3)

2.5.1. Training Dates

2025/11/26 - 2025/11/28 - official training dates

2025/11/19 - 2025/11/25 - unofficial training dates

2.5.2. Competition Dates

2025/11/30 - 2025/12/12

2.5.3. Alternate dates for training (preferably greater than 3 weeks from primary bid dates in 2.5.1)

2026/01/07 - 2026/01/09 - official training dates

2025/12/31 - 2026/01/06 - unofficial training dates

2.5.4. Alternate dates for competition (preferably greater than 3 weeks from primary bid dates in 2.5.2)

2026/01/08 - 2026/01/20

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

2.6.1. Surface of airfield, number and directions of runways (provide diagram and photograph)

Lake Keepit is a combination bitumen and grass runway. The main runway 14/32 has a central bitumen strip with grass verges that make it 250m wide. There is a major grass runway 20/02 250m wide and a shorter narrower grass runway 27/09.



- 2.6.2. Ratio of Tow planes to entries (As a guide; organisers should have sufficient tugs to be able to offer all gliders a launch in about 60 minutes.)
One tow plane will be planned for every 10 entries, with an additional tug in reserve.
- 2.6.3. Meteorological facilities that will be provided
Full internet access, reaching the entire tie-down area, to all online meteorological services.
- 2.6.4. Parking facilities for gliders.
Keepit has a large tie-down area suitable for at least 80 gliders. There is also substantial club and private hangar space, some of which will be available for competitors.
- 2.6.5. Repair facilities for gliders
Keepit has a commercial workshop with qualified AMO on site running a glider repair business which will be able to perform most glider maintenance and repair. There is also a club workshop which will be available for smaller repairs.
- 2.6.6. Repair facilities for radios and instruments
Sigma Aviation at Tamworth Airport provides full instrument repair and service facilities.
- 2.6.7. Oxygen requirements and supply facilities, if required
Oxygen filling will be provided at a small charge.
- 2.6.8. What plans do you have to implement the FAI Environmental Code of Conduct during your event?
Keepit Soaring Club is located in an area of outstanding natural beauty. Our club supports the FAI Environmental Code of Conduct through the following measures:
- efficient use of energy through the use of solar panels
 - efficient use of water through use of only lake water for irrigation, ballast and toilet facilities
 - recycling of bottles, cans, cardboard etc
 - a ban on littering on the airfield
 - controlled disposal of hazardous materials such as oil, fuel, etc
 - the use of environmentally friendly sewage treatment systems for all toilet waste
 - the planting of native trees where operationally appropriate
 - the provision of undisturbed nature-strips adjoining all runways
 - the support of native wildlife including kangaroos occupying adjacent bushland

- 2.7. Airfield Infrastructure
(provide descriptions and or photos of the following facilities at the airfield)
- 2.7.1. Briefing Room & suitable equipment
Pilot briefings will be held in the tug hangar adjacent to the flight centre
- 2.7.2. Common Room(s) for the competitor
The clubhouse and large adjacent outdoor seating area will be available for competitors. The adjacent Sports and Rec facility also has large recreational facilities.
- 2.7.3. Suitable meeting Room for the International Jury and Stewards
The Flight Centre will be provided for meetings of Team Captains, International Jury and Stewards.
- 2.7.4. Bar and or restaurant
There is an on-site bar. Catering for breakfast and evening meals will be provided at either the next-door Sports and Recreation Centre or on the airfield itself. Additional catering is available at the kiosk in the adjacent State Park.
- 2.7.5. Press Centre
The Press Centre will be located in the main administration building.
- 2.7.6. Communication and internet equipment
Full internet access is already available. Mobile phone coverage is excellent.
- 2.7.7. Post and Banking
Postal deliveries can be made on behalf of competitors via courier or Australia Post to the club's postal address.
- 2.7.8. Insurance availability
Competitors must make their own insurance arrangements for personal possessions. They must ensure that the insurance cover for rented gliders is clearly defined in the rental agreement and covers their use of the glider in competitions. Gliding Australia also provides a Broad Based Liability cover to all members up to \$1 million, which is extended by Lake Keepit's Liability Insurance of up to \$20 Million.
- 2.7.9. Toilets, wash rooms and shower rooms
Toilet and bathroom facilities have recently been upgraded and exist within the accommodation area, adjacent to the Flight Centre and at the 32 Launch Area. These facilities will be more than adequate for the event.
- 2.7.10. Car parking
There is more than enough car parking space for the event.
- 2.7.11. Emergency (including fire)
The club Safety Officer will ensure that all Emergency procedures are adequate and up to date. Participants will be informed of these procedures on arrival at the site.
- 2.7.12. Medical and First Aid
First aid facilities will be provided. Any more serious incidents will be coordinated through the Safety Officer and NSW Government Emergency Services. Emergency helicopter retrieval is available at short notice.

2.7.13. Conference and office rooms for the OSTIV Congress, if required
Not required at JWGC

2.7.14. Competition office hours
Will be set according to the needs of competitors and officials.

2.7.15. Social event planned during the event
The main social events will be:

- opening ceremony
- international night
- final night dinner and party
- closing ceremony

2.7.16. Availability of water for ballasting
Ballast points are available for all ballasted gliders in the competition

3. Accommodation and food for competitors *(provide details of the following with an indication of cost)*

3.1. Accommodation in the local area
(prices as per December 2023 for shared room)

- unlimited camping in the adjacent Reflections holiday park - \$15-30pp per night
- chalets and caravans in the adjacent state park - \$50-60pp per night
- accommodation at the adjacent Sports and Recreation centre
- local accommodation at B&Bs / motels in Manilla / Gunnedah - \$50-100pp per night

3.2. Accommodation at the airfield

- 21 hotel style rooms that accommodate 31 beds. It is proposed that these rooms will be reserved for competition officials
- tent/caravan on site at the gliding club - \$16-27pp per night

3.3. Camping facilities at the airfield

Toilet and shower facilities have recently been upgraded and extended. There will be at least one toilet per 10 campers. There are male, female and disabled toilets at the flight centre and the main runway launch point

3.4. Catering for competitors at the airfield

Breakfast and evening meals will be available for competitors through a commercial caterer.

4. Task area *(provide details of the following)*

4.1. Topography in the task area

The Keepit tasking area includes a variety of topography. In the immediate vicinity of the lake, there are numerous flat fields, with some small hills and forested areas. The Carrol and Kelvin ranges are approximately 15km to the west, with large areas of flat farmland beyond, to the southwest and northwest. Further afield, the country is a mix of small hills, and mixed farmland and forest. 60km to the northwest is Mount Kaputar, which at 1489m is the highest point locally. To the north and north east, the country is undulating mixture of farmland, scrub, and forest. To the south east is Tamworth, a regional city with controlled airspace.

4.2. A comprehensive survey of meteorological conditions

Weather in December is generally excellent for cross country flying, with the majority of days being cumulus with a cloudbase of typically 7000-10000 feet (2100-3000m). Some blue days occur but these are easily soarable. Winds are generally light to moderate. Thunderstorms occur occasionally in this period but generally only in the late afternoon after an excellent soaring day.

4.3. Restrictions in the task area

The Pilliga forest restricts operations in the far west of the task area. Tasks will be set to avoid pilots crossing this forest. When convection is below 7000ft (2100m), high ground to the east also limits the task area in that direction.

4.4. Airspace in the task area

Lake Keepit has very little in the way of airspace restrictions. The main airspace affecting the area is the Tamworth Control Zone to the south east, which is within 10km of the airfield. Occasionally a military zone to the west, R560/R570 may be activated above 10,000ft, however this seldom restricts activities and during a World Championship is unlikely to be imposed.

4.5. Typical tasks to be expected

AAT and racing tasks from 150-600km can be expected.

4.6. Road and traffic conditions

Roads are generally very good and sealed. Some minor roads are gravel but these would only be required in an outlanding scenario. Traffic is very light by international standards.

5. Rules *(Note: The Championships must be conducted in accordance with the FAI Sporting Code)*

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

5.1. Starting procedures

A start line of 5km radius will be used.

A PEV wait time of 10 minutes will be used

A PEV window of 5 minutes will be used

A pre-start altitude may be used.

5.2. Tasks

Both racing and AAT tasks will be used.

AAT circles or wedges may be used.

5.3. Finish procedures

A finish ring with a minimum of 3km and minimum altitude will be used. The radius and altitude may be varied according to conditions or finish direction

5.4. Scoring

The Classic IGC scoring system shall be used.

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

5.5.1. For pilots and crews

Pilots must purchase temporary GFA and club membership to legally fly in Australia. Club membership is included in the entry fee.

5.5.2. For sailplane and equipment

No special requirements.

5.5.3. Number of competitors: State the maximum number of competitors that may be entered the competition

80

5.5.4. Provide explanation for this number

Comfortable limit for tow planes, tie down area and gridding area.

5.5.5. Indicate how the classes will be separated for:

5.5.6. Starts

With only two classes, one will normally start directly above the airfield and one will start at a point at least 5km away.

5.5.7. On task

As far as possible, classes will be tasked in different directions. However if weather dictates then both classes may need to fly in the same general area. In this case separation will be achieved by embedding one task area inside the other so that no overlap occurs.

5.5.8. Finishing and landing

Both classes will finish from the same direction and follow the same landing procedure to avoid runway conflicts.

5.5.9. (In CGC only) In 20m Class please indicate if you intend to allow one or two gliders per NAC

6. Entry Fee

Provide details of the costs in Euros or USD of the Local Entry Fee and the Aero Tow.

The bid should take into account inflation. We do not want to amend these fees once approved.

We request that you specify parameters that were used to calculate the Entry fee and Tow costs and how changes in those parameters would change the Entry fee and or Tow Costs eg Entry fee will be \$1000 if inflation is 2% or \$1500 if inflation is 5%.

Eg Aero Tows will be 50USD if the fuel cost is 2USD per litre. If the fuel cost is 3USD per litre the Tow cost will be etc etc.

Also include the case where costs could be reduced.

If this bid is accepted no further increases to Local Entry or Tow costs will be approved

6.1. Entry Fee Part a) **IGC Sanction fee** *(This is indexed and published. It is quoted in CHF.)*

130CHF per pilot as per IGC published figures

- 6.2. Entry Fee Part b) **Local entry fee** component (*see note above It is your responsibility to make a forward inflation calculation as this is a binding commitment*)
800EUR per pilot, already including 5% annual inflation from 2023 figures. To make it more affordable for pilots, this may be reduced if the organisers are successful in receiving government or other external funding for the event.
- 6.2.1. What is included in the entry fee? (*Annex A 3.4.2*)
Temporary membership of Lake Keepit club which includes indemnity insurance cover, plus all operational costs at the airfield, excluding aerotows
- 6.2.2. Additional fees, memberships etc not included in the entry fee
Gliding Australia one-month temporary junior membership - estimated \$50 for 2025
- 6.3. Cost of aero tows (*as per note above*)
to 2000ft - 60 Euro

SECTION B NON-MANDATORY

6.4. Rental cars

Available in all major cities including Tamworth. Hiring a rental car with a towball is problematic. It is often easier if hiring a glider, to use the owner's car and provide them with a rental car for the duration of your stay

6.5. Accommodation (as appropriate for local facilities)

6.6. Hotels

Hotels in regional Australia are primarily bars with accommodation upstairs. They are of variable quality and often a budget option with very basic facilities.

6.7. Apartments

6.8. Bed and Breakfast

There is one excellent Bed and Breakfast in Manilla, 23km from the airfield. Ambleside B&B. Contact at amblesidemanilla.com. Three other B&Bs are available in Tamworth.

6.9. Camping (*as per note above*)

6.10. Catering

Breakfasts and evening meals will be provided at a reasonable price. Lunches may be provided if demand is sufficient.

6.11. Restaurants

There is a large selection of restaurants in Gunnedah and Tamworth. Closer to the airfield is Manilla, which has 3 'pubs' serving food and alcohol, plus the RSL (Australian meals) and the Bowling Club (Chinese meals).

7. Glider Hiring (provide information on the following)

7.1. The availability of local gliders for hire

Australia's glider pilot population is quite well spread. Although there are many gliders that may be available for hire, not all will be available at Lake Keepit. We recommend that pilots agree on a glider hire before booking tickets to Australia, then fly to the city closest to the glider they are hiring. Remember that distances in Australia can be quite long. Don't hire a glider in Western Australia unless you are happy to drive 5 days each way to collect and return it! Hiring a glider in NSW or QLD makes the trip quite manageable. Victoria and South Australia are a minimum full day's drive away.

7.2. The costs of hire (*as per note above*)

Typical costs of hire are around \$1500-2000pw for Club Class, and \$2000-2500pw for Standard Class

7.3. Any restrictions on hire (*e.g., license requirements*)

Any restrictions must be agreed between the owner and the renter.

8. Glider Import (*provide information on the following*)

8.1. Ports or cities of entry

Gliders may be imported through the ports of Brisbane, Newcastle, Woollongong for RO/RO and Sydney for containers. Other ports are significantly further from Lake Keepit

8.2. Customs requirements

Duty and taxes are not payable as long as the aircraft is re-exported from Australia within 12 months. However the glider may require a quarantine inspection on arrival to ensure that no organic matter is attached. Gliders arriving must be thoroughly cleaned inside and out before departing from their original country.

8.3. Customs brokers

Readily available

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

Costs vary significantly according to shipping capacity.

9. Training

9.1. Provide details of any proposed training opportunities for teams and individuals prior to the Championships. (please note that if you organise training competitions, these cannot be called pre-World Championships or pre-European Championships)

Lake Keepit is a 365 day per year operation. Pilots are welcome to train at any time prior to the competition. Our main XC season is September to May.

10. Trackers

10.1. Give details of which tracking system is to be used during the contest. Note that it is expected that IGC trackers will be hired as 1st preference. |

Gliding Australia will provide trackers for competitors. There is OGC coverage throughout nearly all of the competition area.

11. Miscellaneous

11.1. **Visa** Provide relevant information

If your nationality requires a tourist visa, ensure that your visa application includes the reason for your visit. i.e. to compete at the JWGC. Lake Keepit Soaring Club will be happy to provide letters of support if required.

11.2. **Licence** Advise any special licence requirements? E.g., Instructions in case of a validation is needed

See <https://glidingaustralia.org/foreignpilots/> for details

12. Agreement (to be completed if bid is accepted)

I being the Contest Director for

and

I being the Sporting Director for

.....

Agree that;

- I will fulfil **all** undertakings listed in this bid document
- The event will be run in accordance with the FAI Sporting Code
- Work with the Chief Steward prior to the event to ensure that the published IGC Timeline is followed and milestones are met
- I will seek advice from the Chief Steward if I am unsure of how to proceed at any time

Signature.....

Date.....

Witness.....

Signature.....

Date.....

Witness.....