

KPGA Bid of Application to Host:

**2024FAI Asian-Oceanic
Paragliding Championship**





Annexe A – Bid Information

1. Name of Championship : **2024FAI Asian-Oceanic Paragliding Championship**

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See FAI document: Naming FAI Competitions available at: <http://www.fai.org/fai-documents> under Organising an Event.

2. Location(s) of Championship : **Mungyeong, Gyeongsangbuk-do, Republic of Korea**

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3. Proposed Dates of Championship : **Mid of June, 2024**

...

4. Competition allowing the organiser to bid: **FAI Cat.1 cross country event**

...

The following cross country events were held as FAI Cat.2;

- **1st K-Para Open Competition, FAI Cat.2 (58 pilots)**
- **2021 Korean League 3rd, FAI Cat.2 (70 pilots)**
- **2021 Korean League 2nd, FAI Cat.2 (71 pilots)**
- **2021 Korean League 1st, FAI Cat.2 (62 pilots)**
- **2021 Korean Championship (67 pilots)**
- **2020 Korean Championship (52 pilots)**
- **2011PWC Mungyeong (125 pilots)**
- **2002 PWC Mungyeong (125 pilots)**

State here which competition allows you to bid.

To be eligible, the NAC making the bid shall, as a minimum, have held a national championship or FAI Category 2 competition with a minimum entry of 50 pilots for Cross Country events or 30 pilots for Accuracy and Aerobatics events, on the proposed site(s) within the four years before the bid is received.

5. Local Organiser (LOC): **Korea Paragliding Association(KPGA)**

...

Party designated in the Organiser Agreement who will have contractual responsibility for organising the event, and will sign the Organiser Agreement.

The party has written approval and endorsement of the holder of the Sporting Powers (see point 6).

6. Sporting Power : **Federation of Korea Aeronautics (NAC)**

...

Party having the sporting power in your country.

- It can be the National Airport Control (NAC).
- It can be another entity (a federation for instance) to which the NAC has delegated its sporting powers. If this is the case, a letter of information has to be sent by the entity to the NAC.
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The Sporting Power will also have to sign the Organiser Agreement.

7. Detailed Schedule of Championship

- Free and official training days: **Day 1**
- Registration: **Day 2**
- Mandatory Safety Briefing: **Day 2**
- Opening ceremony: **Day 3**
- Mandatory training task: **Day 3**
- Championship flying days: **Day 4-10**
- Closing ceremony: **Day 11**

8. Organisers, Directors and Key Officials

Include brief note on qualifications, experience, languages, etc.

For all events:

- Organisation/Event Director: **Ginseok Song**
- Meet Director: **Goran Dimiskovski**
- Safety Director: **SeyongJeong**
- Meteorologist: **Meteorologist from Korea Meteorological Administration**
- Launch (or drop) Marshal: **Gyutae Kim**

For Cross Country:

- Scorer: **Youngjong Park**
- Live Tracking Manager: **GwangjinJeong**
- Goal Marshal: **Junghun Park**

All of our organisation team consist of very good PG XC pilots who have attained a high level of expertise proven from hosting several FAI Cat2s and two times of PWCs over 20 years in Mungyeong and all over Korea.

Goran Dimiskovskias the Meet Director will make this event much more elaborate and safe for all participants.

9. CIVL Coordinator, Steward, Judges, Jurors

- At the time of the bid, the CIVL Coordinator will be the CIVL President or the appropriate Committee Chairperson. If the bid is accepted, the Coordinator will be the CIVL Steward as soon as he is appointed.
- In Accuracy, the Chief Judge and Event Judges will be appointed by CIVL in consultation with the LOC. The Chief Judge will then appoint other Judges in consultation with the LOC. All Judges should be the same at the test event and at the event.
- In Aerobic, the Chief Judge will be appointed by CIVL in consultation with the LOC. The Chief Judge will then appoint other Judges in consultation with the LOC. All Judges should be the same at the test event and at the event.
- The CIVL Jurors will be appointed in due time by the CIVL Bureau.

10. Pilots Entry: **125**

Specify the maximum number of pilots allowed overall.

You may want to justify this number in relation to the site and flying conditions.

Reminder:

The maximum number of pilots per nation and the team size will be defined in the championship Local Regulation, which is subject to CIVL approval.

11. Entry Fee:

Define the Entry Fee for the Championship:

- For Pilots: **450 EUR**
- For Teams Leaders and Assistants: **350 EUR**
- What is included in Entry Fee.

Entry Fee includes:

- **Airport Pickup & Returns**
- **Transports to Take-off**
- **Retrievals**
- **GPS Tracking & Rescues**
- **Lunch Packs**
- **Pilot Packs**
- **Official Parties**
- **Tour (rest or rainy day)**
- **Souvenirs**
- **Discount Accommodation (to be specified)**

Reminder: See Section 7 Common 5.1.2 for the minimum expected to be included in the Entry Fee. Define what will be optional or subject to additional charges, such as tow fees, retrieve, lunch packs, equipment hire, etc.

12. Test Event

- Dates of Test Event : **Mid of June, 2023**
- Pilot qualifications (open selection or specific criteria if any): **open selection**
- Entry fee for Pilots, Teams Leaders and Assistants: **350EUR/pilot, 250EUR/Team Leader and Assistant**
- What is included in Entry Fee. (see 11. above)
- **Entry Fee includes:**
 - **Transports to Take-off**
 - **Retrievals**
 - **GPS Tracking & Rescues**
 - **Lunch Packs**
 - **Official Parties**

Reminder:

See Section 7 Common 2.4.5 and 12.1.1 for general requirements.

See Section 7 Common 12.3.1 for the minimum International Participation required.

13. Launch sites

Add general comments on suitability of sites for proposed event, competition history, accessibility, availability, permission for use.

Mungyeong Flying Park, located in Mungyeong, is a gliding site built for paragliding in 1999, with the help of billions of budget from Mungyeong city. It has a large take-off area that can take-off in all directions, as well as a large landing area. Since 2000, it has been hosting the FAI cat.2 events every year,

including the PWC which was held in 2002 and 2006. It is known for one of the representative PG Cross Country sites in South Korea, which runs safe tasks for athletes of various levels.

For each site, list:

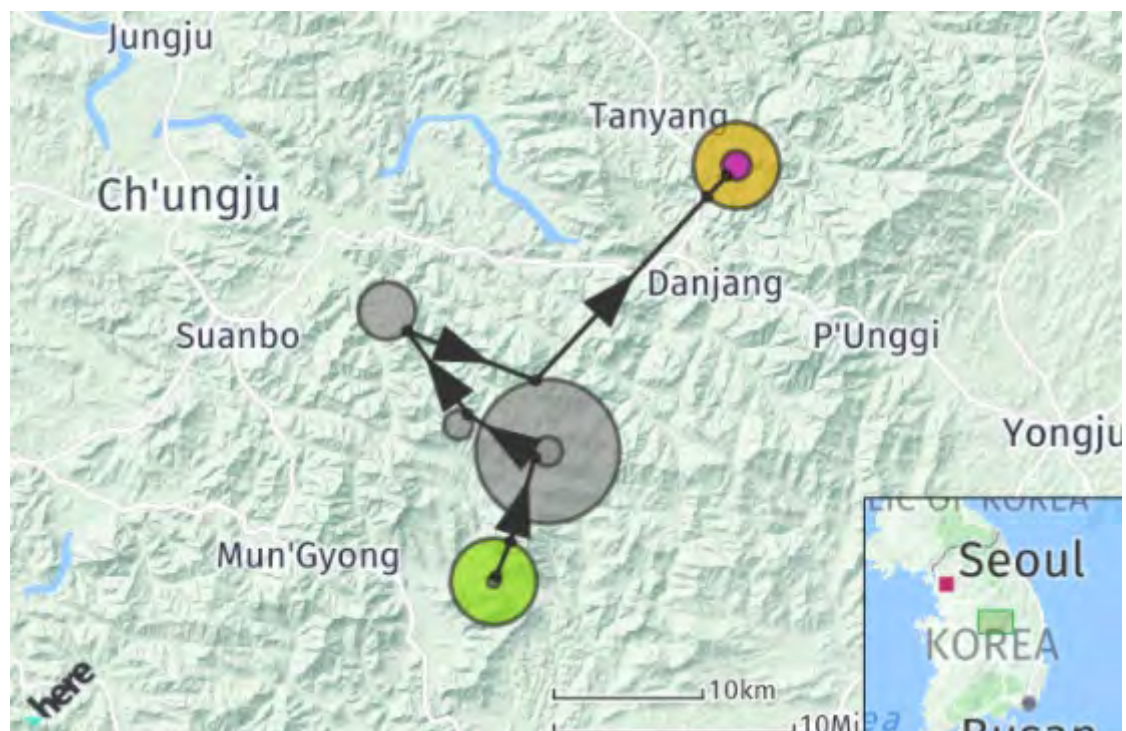
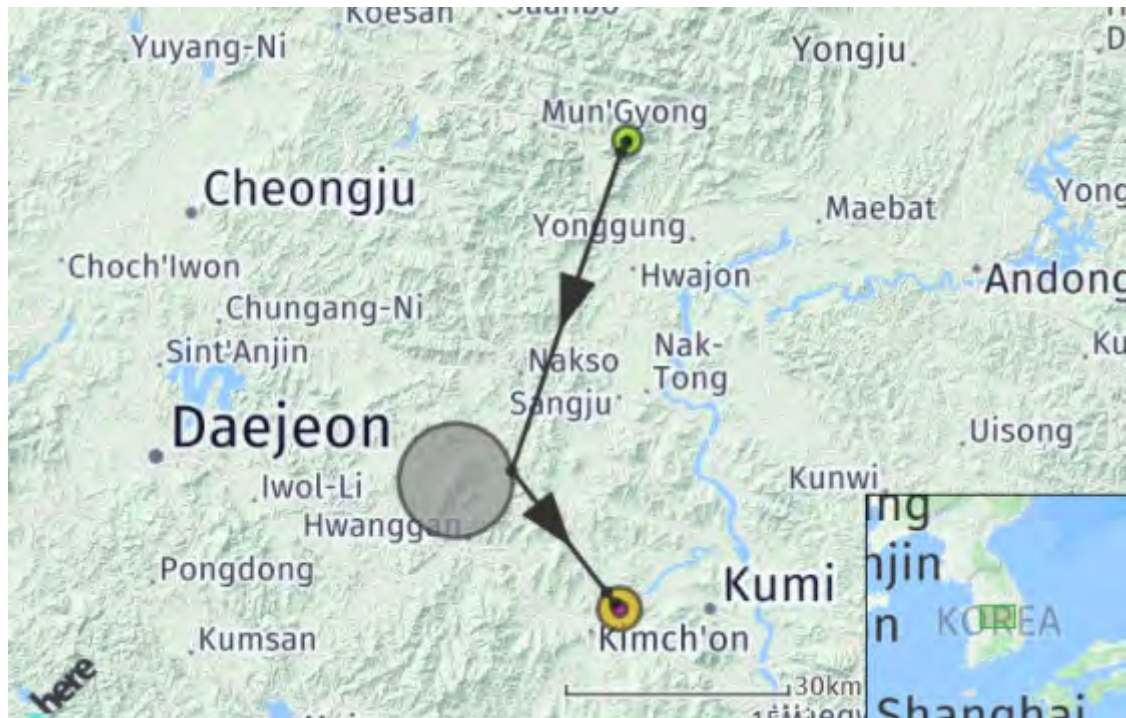
- Take-off direction(s): **200~360, 40~170**
- Height above valley: **600m**
- Configuration, surface, size of take-offs and rigging/preparation areas: **60m x 20m size grass covered take-off**
- Number of ramps: Westerly **3 ramps per each direction**
- Hazards (cables, pylons, trees, etc.): **None**
- Facilities (car park, shelter/shade, water, refreshments, toilets, etc.): **car park, shelter/shade, toilets, observatory**

14. Distance/access to launch site(s)

- Distance: **only 1 km from Landing Zone to Launch site**
- Road access: for cars or only 4-wheel drive vehicles or organisers trucks? **cars or organisers trucks**
- Cable car or mountain railway to take-off area? **mountain railway also available**
- Parking available part way up? **Yes**
- Organiser transport arrangements to sites. **Free organisers trucks will be arranged.**

15. Task flying area

- Type and suitability of terrain: **Mostly natural mountains and valleys. No artificial structure.**
- Unlandable and built up areas difficult to avoid. **None.**
- Suitable goal landing fields and height AMSL. **85m x 55m wide and 230m AMSL goal landing field**
- Suitable 'bomb-out': **There are suitable places to land when 'bomb-out'**
- Local road quality for retrieves, road traffic problems. **Most of the local roads are paved and have no traffic problems.**
- Any prohibited flying or landing areas. **None.**
- Include a map or a link to an online map showing airspace, turnpoints, major features, typical tasks (see Annexe A).



16. Airspace

- Free to what height above take-off and task flying areas? **2,000m AGL**
- What limitations? Restricted/prohibited areas? **Military airspace is located 15km southeast ward from the launch site. However, tasks will be set north & west ward from the launch site mostly, and organizer will communicate with control tower of the airbase right after every task setting for their NOTAM.**

- What permission or exclusions required? How likely to be granted? **Permissions from the aero control authority were granted every time without failure according to the requests of local organizers for their FAI Cat.2 events in this area. So no problem is expected for future also.**
- Frontier crossing arrangements? **None**

17. Weather

- Details of any sites prone to low clouds, possibility of wave or foehn, best time of day for thermal upslope, possibility of residual lift late in the afternoon, known turbulence areas.
- Weather data and type of conditions to expect during the period selected for the event.
- Recommended maximum wind speed: on launch and for task flying.

Most task times are centred around mid-day to late afternoon. Thermal conditions are variable up to 5~6m/s. Normally 1~3m/s.

Tasks are set to suit, usually 40~80km long total. For 2~4 hour on task periods.

Our highly experienced organization, task setting and safety teams will dictate suitable and safe task according to weather conditions.

June over Korea is normally the best period to fly with gentle and smooth conditions.

18. Meteorology

- What arrangements will be in place for daily forecasts during the event and the relevant experience of the forecaster.
- Details of satellite weather monitoring, most reliable web resources for forecasts, automatic wind station monitoring, webcams, etc.

Macro : All standard PG flight met & forecasting tools will be utilised for cross comparison. Eg. XC-Skies, Meteoblu, Windy, etc.

Regional :A Meteo team will be dispatched from National Meteorological Administration and will give regional data to organization team every morning.

19. Transport

- Details of transport provided to launch, organisation vehicles, vehicles to be provided by competitors, etc.
- How retrieve/check-in will be organised.

All access and retrieve transport will be provided to all pilots and team leaders/assistants.

GPS Trackers will be provided by the organizer during the event, and this device will be helpful for fast retrieve.

20. Safety issues

In general:

- Local meteorological conditions (areas of rotor, strong valley winds, etc.) or local terrain features (pylons).
- Task setting/task style/scoring ideas to compensate.
- Comments on pilot qualifications/skill levels required.

- Details of any fatalities or serious accidents on the site or in the task flying area in the past 5 years.

Mountainous region with typical alpine thermic conditions with can be demanding and strong. However, generally it is not so aggressive during June.

Ridges and valleys have large areas of tree plantations.

All task routes have options for safe valley landings.

There are no specific dangerous areas.

21. Rescue/Medical Services

- Information on experience of on-site doctor/paramedic, first aid arrangements, medical first response in tasks area.
- Helicopter availability including response times.
- Helicopter landing space for each site.

Dedicated medical service will be available on launch and goal.

Dedicated tree rescue services available throughout.

119 Emergency Helicopterservice will be available.

22. Safety Management Plan

States here what your safety management plan will be.

Reminder:

FAI has published 'Guidelines in the event of a casualty or of a serious accident'. Please be aware of this document and its sections:

- *Advise Regional ATC Centre and also local ATC organisation.*
- *Raise NOTAM.*
- *Insurance to cover liability, rescue charges, etc.*
- *Advise local police.*
- *Advise local ambulance, hospital and other medical services.*
- *Arrange medical doctor rota to cover the event also to cover any post-mortem examination and inquest.*
- *Arrange site facilities, including a control room and incident room.*
- *Appoint officials: Event Director and Deputy Director, Event Safety Officer, Public Relations Officer.*
- *Investigate laws, rules and procedures that apply at the event site or sites, for accidents, injuries, fatalities and air accidents.*
- *Make plans for dealing with accidents and incidents: release of names, control actions, incident log, official statements after the event, immediate actions, follow-up actions, dealing with press and media, witnesses, details of injured or deceased, National accident investigation procedures, continuance of event, facilities for victim's team, report to FAI; Injury, illness or death of participants or spectators.*

Organization team will establish strong FM radio communication network over the area to send emergency messages to all pilots.

Organization team will ask to ATC for NOTAM during the event.

Organization team will establish monitoring system for all the tracks of pilots during the tasks.

Organization team will operate its own rescue team including tree rescue.

Organization team will call ambulance on launch and landing zone to evacuate injured pilot to local hospital.

Organization team will establish emergency network between police, 119, hospitals.

Organization team will have organizer insurance.

23. Transmissions

- Radios: details including any restriction on frequencies or types of radio, particularly 2m, and any licence requirements.
- Mobile/Cell Phone Coverage: availability of local SIM cards. Details of best network coverage within the competition area.

Strong FM 2m VHF radio communication network over the area will be established during the event.

Organization team will cover all uses of specific frequency during the event without individual license.

Organization team will cooperate with mobile communication company to cover all over the competition area without shade.

Local SIM cards will be available at site.

24. Liaison with police, military, public services

- Their familiarity with this type of event. Past experience? Assistance expected?

Local police, military, and emergency services are very familiar with PG cross country event over 20 years. Organizer KPGA has close liaison with them.

25. Insurance

- Insurance requirements pilots will be required to provide (third party, personal, repatriation...).
- Detail of what will be available to be purchased on site.
- Details of Organisers' Liability cover for the event (including public liability and CIVL officials).

All pilots must have current comprehensive PG insurance cover for all medical, search & rescue, valid in Korea for repatriation to home country.

Also 3rd party liability for 1 Mil. US\$ for all pilots is required.

Organizer will have necessary competition organizer insurance for 3rd party liability.

Local short-term insurance for pilots can be purchased on site.

Reminder:

The LOC must arrange insurance coverage in an adequate amount in connection with the event including public liability insurance meeting the applicable legal specifications. This coverage must be presented to the FAI at the earliest opportunity.

The FAI, its respective directors, employees and assigned event Personnel must be designated as additional insured parties for liability claims.

26. Event Headquarters

- Location and size of rooms for briefings, registration, equipment checks.
- Office facilities: AV equipment, office equipment, communication systems (phones, wifi, etc.).
- Internet access available for Officials.
- Internet access available for competitors.

A public facility located in 1km from landing zone will be available for event HQ.

Main room has enough space for briefings to over 150 persons, and equipped with full AV and communication systems.

Very high speed free WiFi will be available for all officials and pilots.

Free internet access will be available for all officials and pilots.

27. Local facilities

- General outline of availability and average prices of hotels, camping sites, apartments and other accommodation.
- Proximity from event HQ of: car hire, shops, restaurants/bars, repair facilities, etc.

Average price of hotel is 40~50 EUR.

There are many shops, restaurants and bars near HQ.

Repair service will be available during the event by organization team.

28. Competition website

- Outline of the anticipated website design/content, which should be the main means of disseminating information about the championship.
- Confirm that this will be in place prior to the test event, and updated prior to the main event, with all relevant information, at least 6 months before the start of the event.
- An interactive online registration and payment facility is desirable.

Website will be very important tools for competition to link organizer and pilots all over the continent.

Interactive online registration and payment will be available.

Official web site will be established several months prior to test event.

29. Visas, Vaccinations

- Will any FAI member be refused entry to the country?
- Details of visas required for visitors from FAI member nations.
- Details of any vaccinations recommended for competitors (or provide web addresses for information).

All citizens from OECD countries can stay 90days without Visa.

Visa requirements for Asian countries vary.

If required, Organizer will provide invitation letter to attend the event to all registered pilots and members.

30. Early arrivals:

- State any date before which competitors should not arrive.
- Give details of arrangements for pilots if early arrival is possible (access to launch, etc.).

Pilots are free to arrive at anytime.

Official airport pickup will be served during three days and one day prior to the official training day.

However any official transport include airport pickup will not be provided for further early arrivals.

There is charge transport to launch by local PG club.

31. Customs and equipment importation:

- Information on custom arrangements for temporary importation of gliders and other competition equipment. If necessary, customs at main entry points for the event should be informed of the nature of equipment that will accompany pilots.
- List entry points that have already been contacted or notified.

Temporary importation of gliders and other competition equipment is not severe matter in Korea.

32. Medals, etc.

Medals and diplomas will be provided for free by CIVL, but transportation and custom are paid by the organisers.

- State here if there are any other forms of recognition or prizes.
PG equipment and local products will be provided as additional prizes. Souvenirs will be provided for all pilots, team leaders, assistants, officials, and staffs as well.

33. Media coverage, merchandising

- Outline of plans to promote the event.
- Media coverage planned before, during and after the event.
- Facilities for spectators (virtual and physical).
- Filming/video opportunities.

Event to be covered by local, regional, national TV, magazine, and newspaper.

Own video reporting will stream Live TV streaming to web and international networks.

Continuous full live tracking through own web media with results updates.

Reminder:

Coverage produced by LOC or local partners may have to be provided to FAI for international use without any rights restrictions, limitations and costs. FAI retains the right to use any audiovisual coverage of the event without limitation in space or time.

Are also subject to FAI regulation as per Organiser Agreement (obtainable on request at FAI): international distribution; merchandising and hospitality rights; intellectual property, FAI marks and exposure, event logo, mascot...

34. Sponsorship

- Secured or expected sponsors if any.

A paraglider manufacturer, outdoor equipment manufacturers, and local hotels, etc. are expected as sponsors.

Reminder:

If the FAI requests exposure and the LOC has a specific possibility to secure event sponsors of the same products or services categories as the FAI main partners for a major sponsor position, FAI shall be contacted in order to agree on a solution.

FAI shall exercise its right up to 6 months prior to the event. Before this time limit, the LOC may ask the FAI to grant full release from this obligation or to specify which categories have to be reserved.

35. Finance

- Anticipated sources of finance (local, government, sports authorities, NAC, etc.) and percentage of budget expected from pilot entry fees.

- Provide an outline budget (see Annexe C).

Over and above pilot entry fees the majority of income will be sourced from Local Government and National Olympic Committee.

36. Any additional information in support of the bid:

Local Government is commenting that they are willing to welcome and fully support in any means if FAI Cat.1 event will be held in their area.

KOC(Korea Olympic Committee) has financial support program to encourage to host any International Federation cat.1 events. Organizer KPGA is one of active members of KOC. After being fixed to host FAI cat. 1 event, Organizer KPGA can apply and be supported by the program.

Name:Ginseok Song

Position in Organisation:Event Director

Date:December 29, 2021

Signed:

A handwritten signature in black ink, appearing to read 'Ginseok Song', with a long horizontal flourish extending to the right.

Annexe B – Support Documentation

1. Letter of support from the NAC or delegated entity.



사단법인 대한민국의향공회
FEDERATION OF KOREA AERONAUTICS

FEDERATION of KOREA
AERONAUTICS
1945



LETTER OF CONFIRMATION

We hereby confirm our willing support for the Korea Paragliding Association(KPGA) to host the 2024 FAI ASIAN OCEANIC PARAGLIDING CHAMPIONSHIP in Mungyeong.

Name: Chan Park

Position in NAC: President

Date: December 15, 2021

Signed:

Park



DAE HAN MIN GOOK HANG GONG HWE

7th FL Hanil Bldg. 25, Tongil-ro, Jung-gu, Seoul, Korea 04512 T 82-2-424-5934 F 82-2-412-6115 Email kfa@kfaero.or.kr
www.fkpero.or.kr

3. Letter of support from the local authorities.



MUNGYEONG FLYING PARK

LETTER OF CONFIRMATION

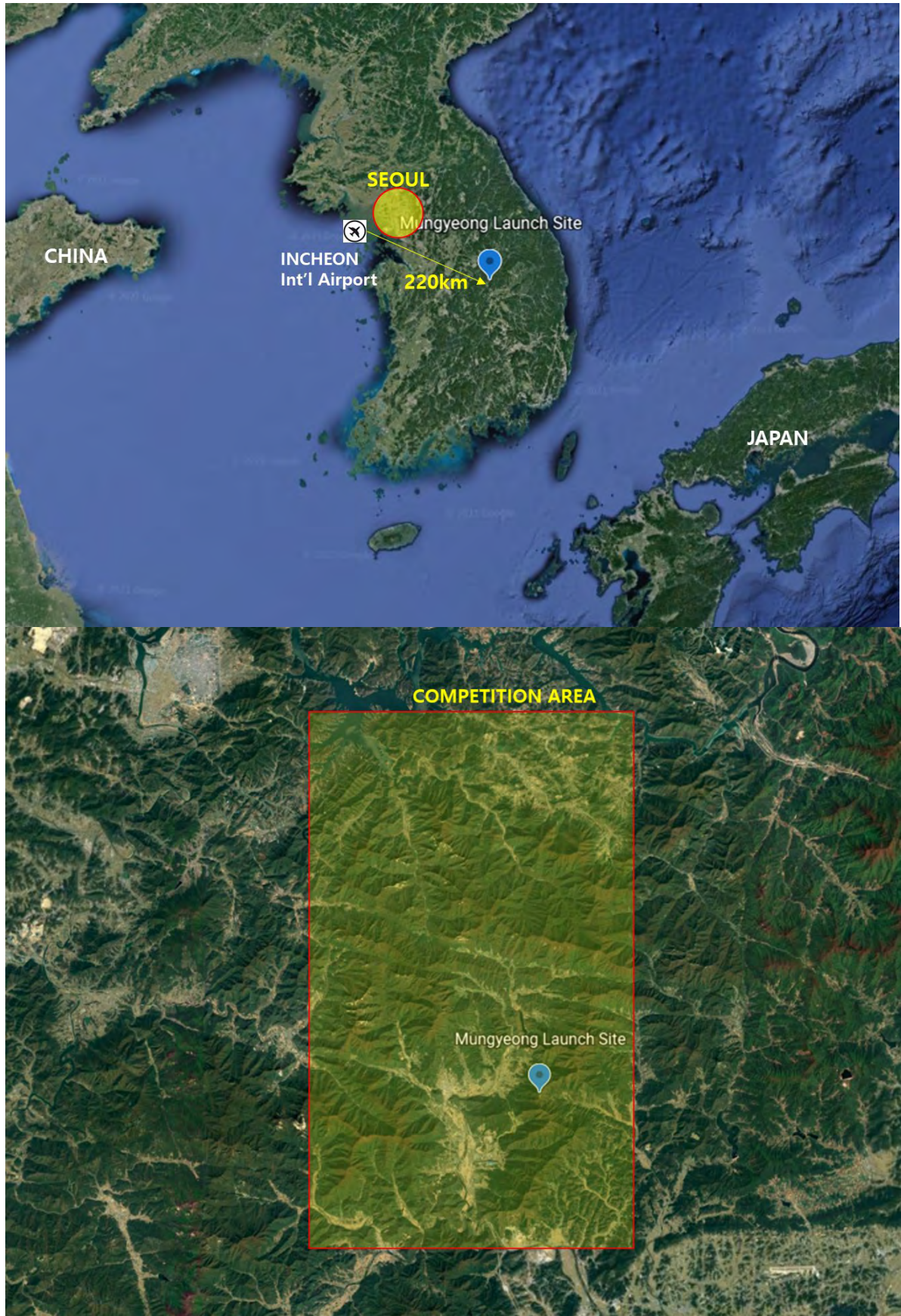
I hereby confirm that we will support the Korea Paragliding Association(KPGA) to host the 2024 FAI ASIAN OCEANIC PARAGLIDING CHAMPIONSHIP in Mungyeong.

I assure all pilots and officials that they will be met with warm welcome and satisfied with excellent flying conditions and hospitality.

Name: Ginseok Song
Position: President, Mungyeong
Flying Park
Date: December 29, 2021
Signed:

Name: Kyutae Kim
Position: President, Mungyeong
Flying Park
Date: December 29, 2021
Signed:

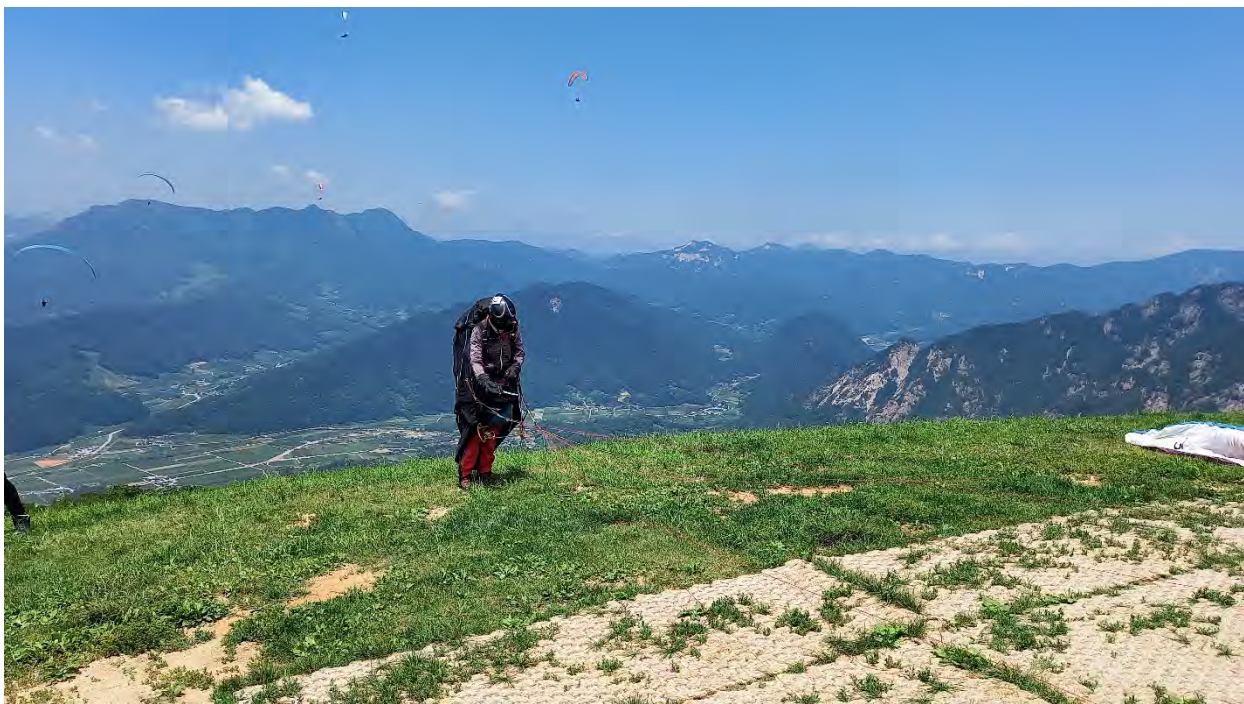
4. Map of the area















Annexe C – Budget

Annexe B to CIVL First Category 1 Event Bid - Sample Budget To be adjusted according to disciplines

PROJECTED EXPENDITURE		
Items	Euros	Notes
PREPARATION (over 2 years)		
Administration, post & bank charges, stationery	1,500 €	Includes bank transfer fees, accountant charges, etc.
Travel expenses for organisers, volunteers	1,500 €	Meetings with co-financiers, suppliers, airspace or other authorities, etc.
Setting up & maintaining website	1,000 €	Including logo design, hosting, etc.
COMPETITION		
FAI Sanction Fee	3,150 €	See Section 7 (4.5€ X 100pilots X 7 days)
FAI Officials (5): Travel, accommodation, meals, daily allowance, car rental	22,000 €	Allow for 2-3 days more than no of comp. days: 500each travel; 80/day each food & lodging; 10/day x 3 jury allowance; 2 cars x 2 weeks rental
Rental of suitable HQ building/rooms/marquee for briefings (180 people+), meeting rooms, scoring room etc.	2,000 €	Local town may offer free use of suitably sized and furnished building.
Rental/buy IT & equipment for HQ, launch, goalfields/target etc	1,000 €	Consider IT requirements, computers, software, printers & wifi, phones/mobiles, noticeboards, giant screens etc. Could be much more if live tracking used, for example.
Road, airspace, turnpoint maps for pilots, team leaders & HQ	1,000 €	Design/artwork & print costs, consider several large examples for HQ and Launch
Tshirts	2,000 €	Count in pilots, team leaders, drivers, staff, volunteers, press, VIPs, sponsors
Trophies, day prizes, gifts for pilots	1,500 €	FAI medals & diplomas provided by FAI free of charge. Consider trophies, champagne, local souvenirs/produce. Local region may provide some goodies, such as pens. Manufacturers may sponsor prizes
Transport	20,000 €	PG comp: transport normally included. Factor 3 buses and/or 6 minibuses. HG comp: transport for staff, press, VIPs, reimburse fuel for volunteers
Medical services (doctor, paramedic, ambulance etc)	2,500 €	Wholly dependent on what is available or can be negotiated locally
Option: Rental & cleaning of portable toilets	1,000 €	
Option: Weather forecasting (presentations, daily soundings etc)	500 €	Wholly dependent on what is available or can be negotiated locally
Option: packed lunches or snack/water for pilots/TLS	5,000 €	Allow 3€/flying day/person
Contingency	5,000 €	Improvements to launch, equipment purchase/rental, insurance, extra personnel, Live Trackers rental
PERSONNEL		
Fees for Meet Director, Safety Director, Event organiser, Launch Marshal, Scorer etc.	16,000 €	Increasingly common that key personnel are remunerated for these positions of high responsibility, skill and experience. May also need to cover travel and accommodation/food expenses
Food/expenses for organisers, staff, volunteers, helpers 15 days	4,000 €	Even if all staff are volunteers, it is usual to provide some food, camping fees, T-shirt, reimburse fuel for own transport etc
CEREMONIES & SOCIAL EVENTS		
Opening & Closing Ceremonies	5,000 €	Buffet for 200+ people, music/entertainment, flags, decorations. This is a suggested minimum.
Other social events (bbq, live music evening etc)	2,000 €	According to budget. Local sponsorship may be possible.
MEDIA & PROMOTION		
PR or Press person/services prior to & during event	2,000 €	Local tourist office or local authority people may help. Should have someone handling press during the event.
Official blogger, photographer, video cameraman, film maker	2,000 €	Writing task reports, press releases, providing photos or video footage to news agencies, web tv etc.
Option: Film of the event for promotion of sport, region etc	2,000 €	Making a film for promotional purposes could cost at least 15,000€ See also FAI rules on media rights.
Promotional items: stickers, pens, mugs, postcards etc	1,000 €	According to budget.
Press hospitality, local media coverage, souvenir programme, newsletters, advertising etc	3,000 €	According to need. Grants from local authorities often dependent on seeing a 'return', promoting the sport, tourism etc.
TOTAL EXPENDITURE	107,650 €	
PROJECTED INCOME		
Items	Euros	Notes
Pilot fees	45,000 €	100 X 450€
Team leader fees	7,000 €	20 X 350€
Grant from local/host town		
Grant from county or region	10,000 €	
Grant from government sport department or similar	60,000 €	
Grant from national Federation or NAC		
Sales of promotional items, productising		
Sponsorship	1,000 €	
TOTAL INCOME	123,000 €	