1 Event and year
7th FAI WOMEN'S WORLD GLIDING CHAMPIONSHIP 2013
Club, Standard and 15m Classes

1.1 Name and address of National Aero Club or other applicant
Aero-Club d'Issoudun (A.C.I.)
Postal & shipping address: Aérodrome de Fay
36100 SAINT-AUBIN
FRANCE
Phone: + 33 (0)254 210 538
Fax: + 33 (0)254 216 051
E-mail: aci@berryglide.net
Contact: Jean-Philippe ROGIER, A.C.I. CEO
GSM: + 33 (0)680 604 664
Suggested Championship Director: Regis KUNTZ
(WGC 2006 Vinon, EGC 2007 Issoudun)

1.2 Number of active gliding members
100 members

2 Site
See enclosed map of site area boundaries (Annex 1)

2.1 Name of airfield
ISSOUDUN Le Fay LFEK

2.1.1 Coordinates
46° 53' 19'' N 002° 02' 29'' E

2.1.2 Direction and distance to next town, population of this town
The closest city is ISSOUDUN (approximately 15,000 inhabitants) 8 km north from airfield and 2 greater cities: CHATEAUROUX (approx. 55,000 inhabitants, 30 km west) and BOURGES (approx. 80,000 inhabitants, 35 km east).

2.1.3 Experience of airfield staff in organising championships/competitions
34 International Contests Editions since 1970 to 2009
Logistical assistance for The Netherlands National championship 2003, 2005
European Motor Gliding Championship 1988
Bid for FAI WWGC 2013

1st World Motor Gliding Championship 1990
2nd World Gliding Championship junior 2001
14th FAI European Gliding Championship 2007
Bid to host Women’s French National Championship in 2010

2.2 Suggested period for the event

2.2.1 Training session
From June 26th to June 28th 2013

2.2.2 Opening ceremony
June 29th 2013

2.2.3 Contest
From June 30th to July 12th 2013

2.2.4 Closing ceremony
July 13th

2.3 Airfield operating data
Refer to enclosed French AIP Visual approach and Landing Chart Issoudun LFEK (Annex 2) can be also downloaded: https://www.sia.aviation-civile.gouv.fr/aip/enligne/PDF_AIPparSSection/VAC/AD/2/0910_AD-2.LFEK.pdf

2.3.1 Surface of airfield, number and direction of runways
Surface: grass
Number of runway: three
Direction of runways: 29-11 (920x100m); 36-18 (950x100m); 24-06 (700x100m)

2.3.2 Maximum number of sailplanes which can be accepted
Up to 120 sailplanes.

2.3.3 Number of tow planes which will be employed
At least 7 tow planes and more upon necessity (the ACI criteria is one tow plane per seven gliders).

2.3.4 What meteorological facilities can be expected
2 weather forecasters will be on site for the Event duration.

2.3.5 Parking facilities for sailplanes (in the open or in hangar?)
Up to 120 gliders can be parked on “tie down” areas, along southern taxiway and between thresholds 36 and 06

2.3.6 Repair facilities for sailplanes
Maintenance and repair facilities available at Aéro Club. A composite specialist will be present during the event for minor repair. For major repair, a specialised in composite repairs PART 145 organisation is based at Bourges.

2.3.7 Repair facilities for radios and instruments
Locally for minor repairs, and avionic specialist available on request based near the airfield.

2.3.8 Oxygen supply facilities
No oxygen needed.
2.3.9 FAI Environmental Code of Conduct
The airfield is a lonely installation, so there is no restriction or local rule in effect.

2.4 Airfield layout
Refer to V.A.C. Issoudun LFEK

2.4.1 Description of the Briefing Room
80 seats and tables or more upon necessity in the hangar or a dedicated marquee, all audio-visual systems available to support briefings.

2.4.2 Description of Common Room(s) for the competitors
Hangar or marquee and bungalow available (on request) for each team.

2.4.3 Description for the meeting Room for the International Jury
Dedicated briefing room in Aero Club office for up to 20 persons.

2.4.4 Description of the Press Center
On office room with available boards including PC, fax, telephone, copier available.

2.4.5 Communications equipments
2 Phone lines
1 Fax line
3 Internet Wifi access points for total coverage over life and camping aeras
Full GSM coverage
Two Internet connected public access PC’s available

2.4.6 Postal and banking facilities at the airfield
At the airfield : no bank facility. (Credit cards payments terminal equipped).
Postman every day.
Several banks and main Post office at Issoudun city.

2.4.7 Insurance facilities
Possibility to subscribe third party insurance on site.

2.4.8 Toilets, wash and shower rooms at the airfield
A lot of toilets, wash and shower room on camping facility (photos annex 03)
Toilets available at runway thresholds.

2.4.9 Car parking facilities at the airfield
Unlimited park facilities on the airfield.

2.4.10 Emergency and medical facilities at the airfield
Doctor on site during competition sessions.
Hospitals in Issoudun, Chateauroux & Bourges.

2.5 Facilities for the OSTIV Congress
Not relevant
3 ACOMMODATION AND FOOD FOR COMPETITORS

3.1 Accommodation facilities

3.1.1 Facilities at airfield

3.1.1.1 Rooms
5 dual rooms available at airfield withheld for officials.

3.1.1.2 Camping facilities
Shady camping facilities at the airfield for approximately 100 caravans and tents (see photos annex 3).

3.1.2 Youth Hostels
None

3.1.3 Boarding houses/guest houses
Several guest houses within 20 km, 80 beds.

3.1.4 Hotels
Many hotels in Issoudun (over 100 beds), Chateauroux and Bourges (over 300 beds each).

3.1.5 Other accommodation facilities
2 extras camping sites available in the 8 km vicinity.

3.2 Catering for competitors at the airfield

3.2.1 Description of dining hall
Inside or outside a dedicated marquee upon weather conditions for restaurant purpose.

3.2.2 Description of airfield restaurant
Restaurant facilities will be organised during contest.

3.2.3 Which meals will be offered?
Continental breakfast.
Lunch & dinner (french cooking).

3.2.4 Other catering facilities
Many restaurants in the vicinity and in Issoudun downtown.
Many supermarkets and fast foods in Issoudun city.

4 COMPETITION AREA
Central France

4.1 Description of topography and outlanding conditions
Plain country (mainly cereal fields and some forest areas).
Very good and safe outlanding conditions (harvested cereal fields available at the suggested date and a lot of well known landing fields and airfields available in the competition area).
4.2 Comprehensive survey of meteorological conditions
Area around airfield is covered with thermal which makes cloud base up to 2000 m. Generally due to environmental contrasts the submitted competition area is well known as the best in plain soaring area of France.

4.3 Airspace restrictions
The Aero Club d’Issoudun, as skilful championship organisation, is negotiating permanently with civil and military authorities to obtain derogatory protocols to access in pertinent restricted and controlled airspaces. So the scheduled restrictions are really minimised during the championship.

4.4 Typical tasks to be expected
AST up to 750 km or AAT

4.5 Road and traffic conditions
High standard traffic system, main and secondary ways in very good conditions.

4.6 Standard of telephone communication
GSM coverage over 97%

5 RULES

5.1 Proposed modifications to the World Championship Rules
Annex A and sporting code valid at the time of competition shall be applied without any modification or restriction.

5.2 Particular conditions or possible restrictions for the participation

5.2.1 For pilots and crews
No restriction (ICAO compliant glider pilot license or validation of national license must be valid and a civil responsibility insurance is mandatory)

5.2.2 For sailplanes and equipment
Valid certificate of airworthiness or upon registration country at least a valid permit to fly accepted in the EASA countries.

5.2.3 Otherwise
Gyroscopic instruments prohibited. IMC flights are prohibited.

6 COST

6.1 Entry fee (per sailplane, per pilot or whatever applicable)
750 € per glider.

6.1.1 Services included in the entry fee
ICAO map
Road map
Turn points data file and paper list
All necessary sheets

6.1.2 Cost of aerotows,
40€ per aerotow up to 500 m AAL (cost subject to change in regard of fuel costs)
6.2 **Price of car fuel (petrol/diesel) per litre**

Current prices (September 2009):
- unleaded fuel about 1.10 € per litre
- diesel about 0.98 per litre

6.3 **Cost of rental cars for 15 days**

Avis (Issoudun) from 370 € (city car summer 2010)
All major rent cars companies in Chateauroux & Bourges.

6.4 **Cost of transport for personnel/sailplanes**

No subject

6.5 **Any other cost for competitors**

Catering, accommodation.
Camping fees, for the full duration of training and competition sessions: 300 € per glider.
Boarding houses/Guest houses: from 25 € per day.
Hotels: from 30 € per day (45 € averaged price).

Catering:
- airfield restaurant facility
- breakfast: from 4 €
- lunch: from 6 €
- dinner: from 14 €

Others restaurants:
- fast foods available in downtown
- traditional restaurants: from 15 € per serving

Price list digest (taxes inclusive):
- Entry fee: 750 €
- Aerotowing up to 500 m AAL: 40 €
- Camping at airfield per glider*: 300 €
- Full food (breakfast, lunch and dinner): from 24 €

6.6 **Team cost**

(roughly calculated examples for one pilot and two crew members assuming 15 aerotows for training and competition sessions during 17 days, excludes travel expenses)

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7 **SAILPLANES HIRING**

7.1 **Possibilities**

Several gliders available (pilot check flight mandatory).
Lak 19 (15/18m), Ventus, Discus, ASW24, Pegasus.

7.2 **Cost**

1500 € each for the event duration (+ deposit).
8 TRAINING POSSIBILITIES

8.1 Are the Organisers prepared to hold a competition with international participation and similar rules at the contest site the year before the Championships?

Like almost every year, the AC Issoudun will organize in 2012 an International Contest

8.1.1 If so, how many international competitors can be accepted?

Up to 120 competitors (nationals and foreigners) during International Contest.

Remark : otherwise, the A.C.I. accept over 50 foreign pilots for training purposes on the airfield during all along the gliding season.

Others airfields available for training purpose.

Bourges - LFLD
Romorantin-Pruniers - LFYR
Le Blanc - LFEL
ANNEXES

Annex 1
Contest area boundaries.

Annex 2
SIA Visual Approach Chart LFEK.

Annex 3
Some photos of facilities.

Miscellaneous
ANNEX 2 - ISSOUDUN AIRFIELD Visual Approach Chart

ATERRISSAGE A VUE
Visual landing

ISSOUDUN LE FAY
AD2 LFEK ATT 01

ALT AD : 531 (19 hPa)
LAT : 46°53'19" N
LONG : 002°02'28" E

APP : NIL
TWR : NIL
A/A : 123.5

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Aides lumineuses : NIL

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Aero Club d’Issoudun
ANNEX 3 – Somme photos of facilities

Overview of camping, hangar, threshold 29 and southern taxiway

A view of camping