

Application for organizing a "FAI Junior World Gliding Championships 2013"

All the information sought in this bid document must be complete prior to the application 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 Specialist (emozer@deltamold.com) before the closing deadline of September 30 to enable the application to be checked for completeness. Once the application has been checked and amended as necessary, the IGC Bid Specialist will forward the application to the Secretary of the IGC.

Applicant:

Name:

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

Date of Application:

July 27 – August 11 (alternatively August 03 – August 18)

Organising Gliding Club or other organisation: *Aeroklub letisko Prievidza*

*Letisková 8
971 03 Prievidza
Slovak Republic
Europe*

Name and address of National Aero Club: *Slovak National Aeroklub of gen. M.R. Štefánik*

*Pri Rajčianke 49
010 00 Žilina
Slovak Republic*

Proposed Competition Director: *Jozef Šnirc*

Championships director of following competitions:

Precompetition of 31 FAI World Gliding Championships 2009

Slovak National Championship 2002 – 2009

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 31*
- Official training: July 22 – July 26 (alternatively July 29 – August 02)*
- Competition Flying: July 27 – August 10 (alternatively August 03 – August 17)*
- Prize Giving Ceremony: August 11 (alternatively August 18)*
- 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*

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1. Event and Year

1.1 Name of Competition "FAI Junior World Gliding Championships"
STANDARD, CLUB CLASS

1.2 Year of event 2013

2. Site

2.1 Name of the airfield
Airfield Prievidza (LZPE)

2.1.1 Co-ordinates
484552N 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
All the events mentioned above have been organised together with our airfield staff. There is at least one or two gliding competition every year at the site, which makes the staff well experienced and up to the date with the rules of the gliding competition.

2.2 Proposed period for the event

2.2.1 Training Dates
July 22 – July 26

2.2.2 Competition Dates
July 27 – August 10

2.2.3 Alternate dates for training (*preferably greater than 3 weeks from primary bid dates in 2.2.1*)
July 29 – August 02

2.2.4 Alternate dates for competition (*preferably greater than 3 weeks from primary bid dates in 2.2.2*)
August 03 – August 17

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

2.3.1 Surface of airfield, number and directions of runways (provide diagram and photograph)
Grass, 04R 038°/ 22L 218°, 014 038°/ 22R 218°
Runway strip 1200m x 120 m with wide safety side strips

- 2.3.2 Number of towplanes that will be employed
14
- 2.3.3 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.
- 2.3.4 Parking facilities for gliders
Newly built parking place is situated on the east margin of the airfield with enough place for the all trailers and gliders.
- 2.3.5 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 and will available 24/7.
- 2.3.6 Repair facilities for radios and instruments
Technician capable to serve modern radios and avionics will be in attendance at the site.
- 2.3.7 Oxygen requirements and supply facilities, if required
Not required.
- 2.3.8 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 Infrastructure (*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
Reserved office for Jury and Stewards
- 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 the 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 the contest.
- 2.4.12 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 guest house with 5 apartments on the airfield, many hotels, guest houses and restaurants close to the airfield and in the downtown.
- 3.2 Camping facilities at the airfield
Newly built, large and well equipped camp site is situated at the airfield. There are additional facilities (showers, toilet block, electric hookups, washing machine) available
- 3.3 Catering for competitors at the airfield
Bar with Restaurant directly 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 will Danube River with typical flat land and in the nothern 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 excellen 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, Czech and 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 meters per second and cloud bases from 2500 to 3500 m MSL are expected. The mountaing renages 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 15 km 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 8000 FT 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:
- 5.1.1 Starting procedures
7.4.2 b) Start line
 - 5.1.2 Tasks
*6.3.1 Racing task
6.3.2 Speed task – assigned areas*
 - 5.1.3 Finish procedures
7.7.1 b) Finish ring
 - 5.1.4 Scoring
8.1 a) 1000-points scoring system.
- 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 visas required for some non European nations.

Crews: The same as for 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 EASA or Slovak CAA office.

5.3 Number of competitors:

5.3.1 State the maximum number of competitors that may be entered the competition : 110

Standard Class max. 50 (depends on IGC limits)

Club Class max. 50 (depends on IGC limits)

5.3.1.1 Provide explanation for this number

It is the maximal recommended runway capacity.

5.3.2 Indicate how the classes will be separated for:

5.3.2.1 Starts

Separate grid for each class

5.3.2.2 On task

Different tasks and departure legs for each class

5.3.2.3 Finishing and landing

Time limitation or length for the task depending on class.

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

6.1 Entry fee

700 EUR per glider

6.1.1 Services included in the entry fee

- *All airfield services*
- *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

35 EUR per launch

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

1,15 EUR per litre

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 form 20 to 90 EUR / person / day depending on the level of services included.

6.4.2 Apartments
Price similar to the hotel room.

6.4.3 Bed and Breakfast
From 15 to 40 EUR / person / day.

6.4.4 Camping

6.5 Catering *(as appropriate for local facilities)*

6.5.1 Hotels
Many hotels, hotel meals cost approximately 17 EUR per day.

6.5.2 Restaurants
Many restaurants in the town – similar prices to hotels.

6.5.3 Airfield
Restaurant situated directly at the airfield. Price for meal is approximately 12 EUR per day.

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

Price list:

Camping at the airfield: 200 EUR per caravan or tent (sec. person 50 EUR)

Accommodation in hotels: approx. 20-90 EUR / day

Full board at the airfield restaurant: 12 € / day / person

Example:

Cost for one pilot with 2 crew members for 21 day

<i>Entry fees:</i>	<i>700 EUR</i>
<i>Tow fees = 35 EUR x 21 days</i>	<i>735 EUR</i>
<i>Camping</i>	<i>450 EUR</i>
<i>Catering = 12 x 21 x 3</i>	<i>756 EUR</i>
	<i>-----</i>
<i>Total</i>	<i>2641 EUR</i>

Team costs are 2641 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 Standard class gliders available in the near area. Overseas competitors will be provided assistance to find sailplanes in Germany or Austria.

7.2 The costs of hire

Club class from 60 EUR/day, Standard class from 100 EUR/day

7.3 Any restrictions on hire ([e.g. license requirements](#))

The pilot must have a valid 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 for teams and individuals prior to the Championships.

Training is possible during the official training. Additional training can be organized upon request. There will be number of opportunities for pilots to attend a local contest before the championships.