

Application for organizing a "FAI World Gliding Championships"

All the information required in this application should be complete prior to the document being submitted. Details, such as a diagram of the airfield, may be included as an Annex. When completed, an electronic copy of the Application must be sent to the IGC Competition Specialist Dick Bradley (rbradley@telkomsa.net) 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 Competition Specialist will forward the application to the Secretary of the IGC.

Applicant:

Name: Pierre HUET

Date of Application: 28th of september 2016

Organising Group: Association Châlonnaise de Vol à Voile (ACVV)

Name and address of National Aero Club: FFVV

Proposed Competition Director: *(provide name, contact information and a brief resume)*
To be determined, here are some possibilities:

- *a manager of french team (Benjamin Néglais, Eric Napoléon)*
- *or an international competitor and trainer for pilots (Marc Seretti, member of the club)*

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)*

Pre-world one year before (summer 2019) during french nationals

Preliminary entries : end date 6 full months before first official day

Entry fees paid : end date 6 full months before first official day

Contact person (for the applicant):

Name: Pierre HUET & Benjamin NEGLAIS

Address: 6 rue de Mairy, 51240 ECURY SUR COOLE

Email address: pihuet@wanadoo.fr copy to benjamin.neglais@ffvv.org

Phone Number:

Mobile Number: +33 6 07 69 21 48

Fax Number:

1. Event and Year

1.1 Name of Competition *(classes to be competed)*

WGC standard, 15m and club class

1.2 Year of event

2020

2. Site

2.1 Name of the airfield Aérodrome de Châlons-Ecurey, Châlons-en-Champagne

2.1.1 Co-ordinates: 48° 54' 22" N 004° 21' 10" E

2.1.2 Direction and distance to nearest town, population of this town
7km south of Châlons-en-Champagne center city, 45 000 inhabitants

2.1.3 Experience of airfield staff in organising championships

Airfield:

Multiple national championships :

2017 : juniors nationals (club & 15m/Std classes)

2016 : juniors nationals (club & 15m/Std classes)

2010 : club class national & 20m double seater class national

2009 : club class national & Standard class national

Multiple regional championships

Staff: will be an experienced one, international glider pilots, well experienced local team with multiple nationals, and technical support from FFVV with professionals and volunteers.

2.2 Proposed period for the event

2.2.1 Competition Dates

First competition day : **august 8th**

Last competition day : **august 22th**

2.2.2 Alternate dates for competition (*preferably greater than 3 weeks from primary bid dates proposed in 2.2.1*)

N/A

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)

Two runways :

RWY 04R/22L (037°/217°), 1500x80 m; grass

RWY 04L/22R (037°/217°), 1500x70 m; grass

+ old runway no more in use (around 700m length, will be used to park gliders)

See VAC document attached

Very huge grass airfield, approximately 40 hectares, used for Airbus A400M take off and landing test.

2.3.2 Number of towplanes that will be employed to launch all classes

10 to 14, depending on the number of competitors

2.3.3 Meteorological facilities that will be provided

Gliding weather forecast based on weather informations collected by a glider pilot who made weather forecast for the last few nationals.

Global situation : <http://briefpaca.monsite-orange.fr/>

Local forecast : <http://briefpaca.monsite-orange.fr/ne/index.html>

+ local pilot for support and tips

+ cross-check of their results with TopMeteo & TopTherm for fine-tuning of the task setting

2.3.4 Repair facilities for gliders

Finesse max (200km East)

2.3.5 Repair facilities for radios and instruments

Finesse max (200km east)

2.3.6 Oxygen requirements and supply facilities, if required

Not applicable, plain area, maximum permitted altitude FL115

2.3.7 What plans do you have to implement the FAI Environmental Code of Conduct during your event? (<http://www.fai.org/envc-about-us/342-envc/34685-envc-fai-environmental-policy-statement>)

- *using UL towplanes as main launch system (Dynamic and C42C)*
- *waste management with selective bins*
- *no natural park infringement will be accepted*
- *national association for birds protection will be partner of the event with entertainment based on it*
- *flights in double seater old gliders and modern one will be offered for crews during the day after races have started, winching will be used, as for public trial flights.*
- *local food production would be advertised and food supply on the airfield would be based on it*

2.4 Airfield Infrastructure (*provide descriptions for the following*)

2.4.1 Briefing Room

Hangar (400 m²)

2.4.2 Common Room(s) for the competitors

Hangar (briefing hangar) & Big tent outside the buildings

2.4.3 Meeting Room for the Chief Steward and Steward

Club-House (we have 2)

2.4.4 Meeting Room for the International Jury

Club-House (we have 2)

2.4.5 Press Centre

Club-House (we have 2)

2.4.6 Communication and Wi-Fi capability

Partnership with Orange to get extra connection

2.4.7 Insurance availability for gliders

French national association has an official broker which can make offers for third party liability insurance or full insurance for rented gliders

2.4.8 Emergency (including fire)

French airfield with typical french rules: no public in some areas and emergency lanes with no parking areas. Fire extinguishers in several locations in the buildings.

2.4.9 Medical and First Aid

People from the staff have first aid capabilities and hospital is less than 20 minutes from the airfield.

2.4.10 Conference and office rooms for the OSTIV Congress (*note: OSTIV meets at either the flapped or un-flapped WGC.*)

Ecurey-sur-Cooles town hall can be lent (1km from airfield).

OSTIV requirements

1. A lecture room for 50 people equipped with necessary audio-visual equipment
2. An office near the lecture room
3. Lecture room and office both should be within walking distance to the airfield
4. These facilities to be provided at no cost to OSTIV

3. Accommodation and food for competitors (*provide details of the following*)

3.1 Accommodations available in the local area

Plenty of B&B available, hôtels in Châlons-en-Champagne and countryside

3.2 Camping facilities at or near the airfield

Yes, on the airfield, we will add more energy plugs to make it bigger and rent shower and toilets facilities.

Additionally, a 3 stars camping is accessible in Châlons en Champagne (12km from airfield).

3.3 Catering for competitors at the airfield including an indication of prices

Yes, target price for a whole day (breakfast / lunch / dinner) around 30€ basic offer.

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

4.1 Topography in the contest area

Plain, very large crop fields

4.2 A comprehensive survey of meteorological conditions

Typical western Europe countries, climb rate average 1,5-2m/s, ceiling between 1200m and 2500m, sometimes more if temperature reaches above 35°C. The flight conditions at this time of year can be variable, but few days are not flyable.

4.3 Airspace restrictions in the contest area

The airfield is bordered by

- military training areas in the east and south-east directions, that are expected to be inactive in august
- CTR Châlons –Vatry (LFOK) / 6 km SSW (ceiling 2500ft)
- TMA and CTR Saint-Dizier (LFSI) / 18 km ESE

If Saint-Dizier TMA are active, altitude limitation up to FL055 has to be respected above the airfield.

Negotiations with local military authorities shall enable to recover more airspace for the championship.

4.4 Typical tasks to be expected

150km up to 800km, average 250km with “L” shapes, triangles, butterflies, etc

5. Rules (*Note: The Championships must be conducted in accordance with Annex A*)

5.1 Default options in Annex A are:-

- | | | |
|-------|---------------------|--------------------------|
| 5.1.1 | Starting procedures | Start Line yes |
| 5.1.2 | Tasks | Racing and Speed AAT yes |
| 5.1.3 | Finish procedures | Finish Ring yes |

Justify any deviation from these options.

5.2 Indicate any particular conditions or possible restrictions that may be applied that would make it difficult for an individual or a team to attend the proposed venue:

5.2.1 Nothing for pilots and crews, plain area, big fields, comprehensive airspaces, nice venue, close to the city

5.2.2 Nothing for sailplane and equipment no, big airfield

5.3 Number of competitors:

5.3.1 State the maximum number of competitors that may be entered in the competition : 150

5.3.1.1 Provide explanation for this number and proposals for safe separation of classes.

Around 60 maximum per class

Classes will be separated with 3 main release areas.

Management of start line opening and task length will help first classes in the air to start as soon as possible to clear the local area.

Start lines will be wide enough to maximise safety and finish will be a ring with minimum altitude with finish zone in a crop field area if some pilots are too low to finish the task.

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

6.1 Entry fee

950€ (all fees included : sport french licence, membership fees) AND 4 tows included

6.1.1 Services included in the entry fee

All facilities on the airfield

French sport licence & annual club member fee

4 tows included

1 place for a Tent or a caravan / camper van for 1 people

6.1.2 Cost of aero tows

50€ each, subject to gas prices and tug planes types availability

6.2 Rental cars and availability with tow hitch

Local pilots will help if a tow car is needed for far abroad pilots. A team of local crews will be made for that mission. Club would manage to organise english lessons for his club members in the following years to ensure the best experience for pilots coming from all over the world.

6.3 Accommodation Availability and Costs for teams *(as appropriate for local facilities)*

6.3.1 Hotels

Lots of hotels in Châlons-en-Champagne, all prices

6.3.2 Apartments

Not so developed in France but as soon as we have the bid accepted, we will make an inquiry towards all flat/house renting brokers.

AirBnB is also useful.

6.3.3 Bed and Breakfast

Lots of in the area, typical french countryside

6.3.4 Camping (if not included in entry fee)

Each additional people with a pilot will get a 10€ daily fee for camping, places are limited on the airfield (football field surface)

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

Pilot fees : 950€

additionnal towings (12) : 540-600€

additionnal camping fees (2 people, 20 days) : 400€

daily cost for full breakfast / lunch / dinner on the airfield (3 people, 30€/Day, 20 days) : 1800€

TOTAL : 950 + 600 + 400 + 1800 = 3750€

TOTAL with no catering : around 1950€

7. Glider Hiring *(provide information on the following)*

7.1 The availability of local gliders for hire

Few from the club and other clubs from the area + a list of private would be made

7.2 The costs of hire

Typically 80€ to 150€ daily probably excluding insurance fees

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

SPL licence or equivalent will be probably mandatory, but FFVV has good connection with french transport ministry to help pilots get this.

8. Training

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

The year before (2019), French nationals probably in Club and Std/15m/20m double seater class could be held on the airfield, about same period of the year.

Châlons Ecury | 28 09 2016
P. Huet

ATERRISSAGE A VUE

Visual landing

Ouvert à la CAP
Public air traffic

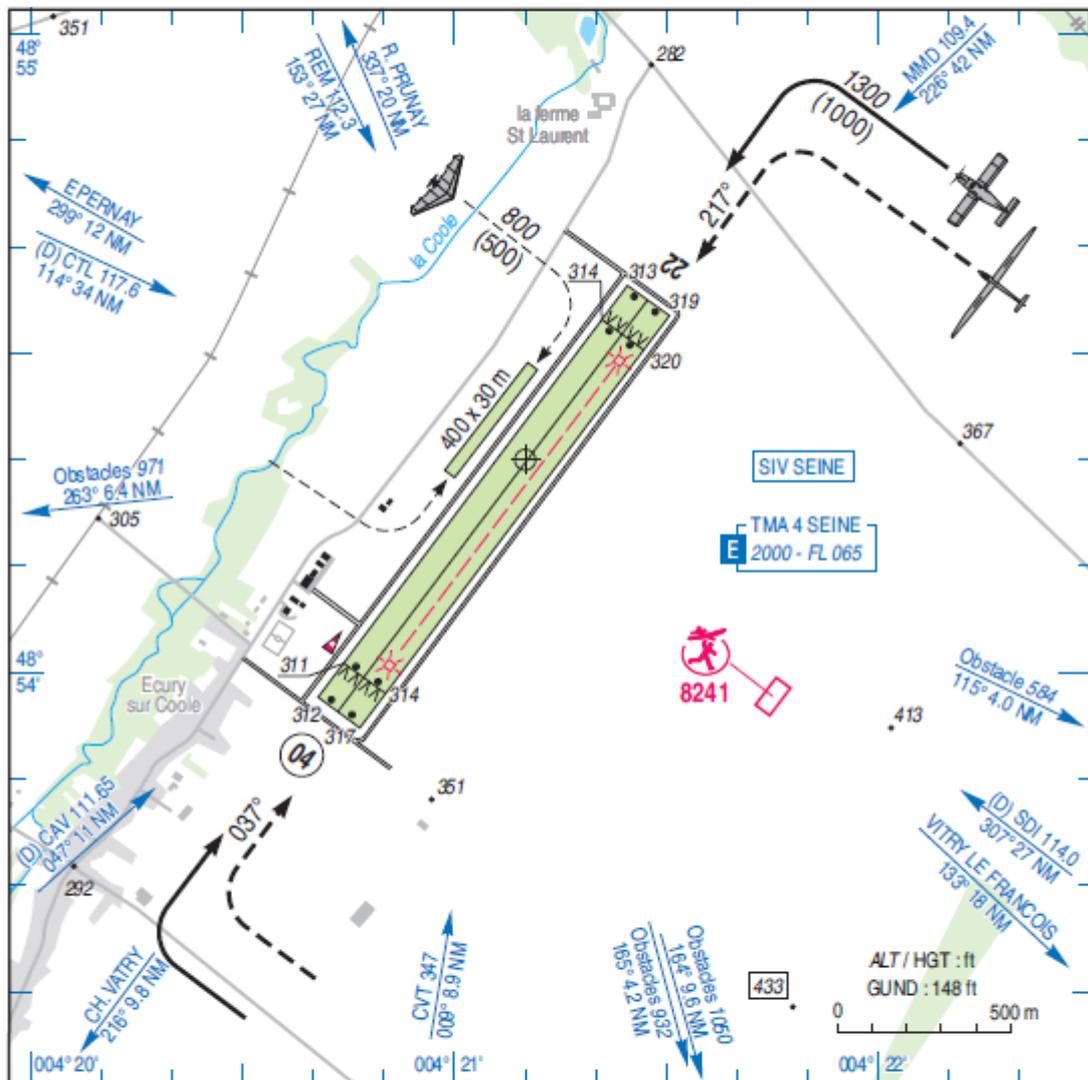
CHALONS ECURY SUR COOLE

AD2 LFQK ATT 01

01 MAY 14

					ALT AD : 321 (12 hPa) LAT : 48 54 20 N LONG : 004 21 10 E	LFQK VAR : 0° (10)
	CABLE					

APP : NIL
TWR : NIL
A/A : 118.975



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
04R	037	1500 x 80	Non revêtue Unpaved	- / - / -	1500	1500	1375
22L	217				1500	1500	1375
04L	037	1500 x 70	Non revêtue Unpaved	- / - / -	1500	1500	1375
22R	217				1500	1500	1375

Aides lumineuses : NIL

Lighting aids : NIL



AMDT 06/14 CHG : VAR, TMA 4 SEINE, treuil.

© SIA

CHALONS ECURY SUR COOLE

Consignes particulières / *Special instructions*

Conditions générales d'utilisation de l'AD

Utilisation simultanée des pistes avions/planeurs interdite.

General AD operating conditions

Simultaneous use of both RWY prohibited.

Dangers à la navigation aérienne

Précautions à prendre en période de dégel.

Air navigation hazards

Caution advised during thaw period.

Procédures et consignes particulières

Tout TKOF et LDG d'un avion est suspendu si un planeur est immobilisé entre les "V" sur la piste planeurs à moins d'une demi largeur de la limite commune.

QFU 037° préférentiel cause nuisances sonores.

Roulage interdit hors RWY et TWY.

Procedures and special instructions

TKOF and LDG must be stopped when a glider is unmoved between "V" over gliders RWY at less than a half width of the common limit.

Preferred QFU 037° due to noise pollution.

Taxiing prohibited except on RWY and TWY.

Activités diverses

← Activité treuillage planeurs sur AD (N° 954) :
SFC-1700 ft ASFC / 2100 AMSL, SR-SS.

Treuil équipé d'un feu à éclats.

Information des usagers sur FREQ A/A Ecury.

Activité de voltige planeur N° 6102 sur axe de piste 04/22, dans les limites de la piste, plancher 1500 ft AMSL plafond 5000 ft AMSL, SAM DIM et JF : SR-SS. Réserve aux planeurs autorisés par la délégation Lorraine et Champagne - Ardenne. Activité connue de SEINE INFO 120.325 ou de PARIS INFO 126.1 en cas de fermeture de SEINE INFO.

AEM N° 8241

Plafond défini à 800 ft ASFC (1150 ft AMSL) hors activité planeur N° 6102 dans la circulation en vol de l'aérodrome. En cas d'activité véliplane, le plafond est défini à 350 ft ASFC (700 ft AMSL). SR - SS.

Special activities

Gliders winch activity AD (NR 954):

SFC-1700 ft ASFC / 2100 ft AMSL, SR-SS.

Flashing lights on winch.

Users information on FREQ A/A Ecury.

Glider aerobatic activity NR 6102 over RWY 04/22 axis, into the RWY limits, 1500 ft AMSL 5000 ft AMSL, SAT SUN and HOL: SR-SS. Reserved for gliders authorized by the delegation "Lorraine et Champagne - Ardenne". Activity known on SEINE INFO 120.325 or PARIS INFO 126.1 in case of SEINE INFO closing.

AEM NR 8241

Upper limit at 800 ft ASFC (1150 ft AMSL) if no glider activity NR 6102 in aerodrome traffic. In case of glider activity, upper limit at 350 ft ASFC (700 ft AMSL).

SR - SS.