

## **Application for organizing a "FAI World Gliding Championships "**

*All the information sought in this bid document must 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](mailto: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: The Finnish Aeronautical Association, Helsinki-Malmi airport, FIN-00700 Helsinki, Finland

[www.ilmailuliitto.fi](http://www.ilmailuliitto.fi)

Date of Application: December 28<sup>th</sup> , 2010

**Organising Gliding Club or other organisation:** Räyskälä Foundation, Räyskäläntie 311, FIN-12820 RÄYSKÄLÄ, Finland

**Name and address of National Aero Club:** The Finnish Aeronautical Association, Helsinki-Malmi airport, FIN-00700 Helsinki, Finland

### **Proposed Competition Director Mr Antti Koskiniemi**

Mr Koskiniemi, 43, is an active glider pilot and gliding instructor with 2000 hours of gliding since 1985. He holds gold badge with three diamonds and 750km diploma. He has participated 40+ national and international gliding competitions including WGC 2002 (Musbach, club class) and 2008 (Rieti, std class). Winner of Pribina Cup 2004. Twice competition director at Finnish Nationals. He has also been acting as jury member and jury president in Finnish Nationals.

Member of Finnish Aeronautical Association's Gliding Section since 2003. IGC alternate delegate for Finland 2005-2010. Finnish FAI CANS and EGU Airspace Group delegate since 2009.

Antti holds a Masters degree in engineering sciences and has worked for 20 years for Finnair, where his current position is Head of Flight Planning.

*(provide the name and a brief resume) .*

### **Proposed Organisation of the event:**

Competition Director	Mr Antti Koskiniemi
Deputy Director	Mr Heikki Pohjola
Task setter	Mr Kristian Roine
Meteorologist	Mr Heikki Pohjola

Head of Scrutineering	Mr Kari Lappalainen
Finance Manager	Mr Riku Rissanen (also General Manager / Räyskälä Foundation)
Press Relations	Mr Jari Pakkanen
Webmaster	Mr Hannu Niemi
Scoring	Mr Kimmo Sundström / Mr Esko Ollikka
Competition office	3-4 persons

Everyone has got experience of arranging gliding competitions and they have or have had at least glider pilot licence (GPL).

Safety Chief, SAR, Towing Chief, Tow Pilots etc will be notified later on. Our scope is that the organization is ready two years before the WGC 2014 and it will arrange two gliding competitions (2012 and 2013).

**Airfield:** Räyskälä (EFRY)  
www.rayskala.com

**Contact person (for the applicant):**

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**1. Event and Year**

1.1 Name of Competition

**33. FAI World Gliding Championships in 15m, 18m and Open Classes**

1.2 Year of event

**2014**

**2. Site**

2.1 Name of the airfield

Räyskälä (EFRY)

(Räyskälä: <http://www.rayskala.com/english/index.html>)

2.1.1 Co-ordinates

60 40 44 N, 24 06 40 E, elevation 124m

2.1.2 Direction and distance to nearest town, population of this town

- Forssa, 35 km W, population appr. 25 000
- Hämeenlinna, 40 km N/E, population appr. 40 000
- Riihimäki, 40 km E, population appr. 25 000
- Loppi, 25 E, population appr. 2 000

### 2.1.3 Experience of airfield staff in organising championships

- Nordic Championships 1971
- World Championships 1976
- Junior World Championships 2009
- European Championships 1988, 1996 and 2005
- European Motorgliding Championships 1984
- Junior Nordic Championships 1992, 2000 and 2008

Finnish Nationals have been flown from this famous site almost regularly during last 4 decades

## 2.2 Proposed period for the event

### 2.2.1 Training Dates

June 15<sup>th</sup>-21<sup>th</sup> 2014 (we are prepared also for unofficial training starting from June 1<sup>st</sup>)

### 2.2.2 Competition Dates

June 22<sup>nd</sup>-July 6<sup>th</sup> 2014

### 2.2.3 Alternate dates for training

June 29<sup>th</sup>- July 5<sup>th</sup> 2014

*( preferably greater than 3 weeks from primary bid dates in 2.2.1)*

### 2.2.4 Alternate dates for competition

July 6<sup>th</sup>- July 20<sup>th</sup> 2014

*( preferably greater than 3 weeks from primary bid dates in 2.2.2)*

## 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 asphalt runways with parallel towing runways plus taxiways.  
RWY 08/26 1020m x 18m, RWY 12/30 1270m x 18m.  
The rest of the airfield is grass, suitable for sailplane landings.

Total area of the airfield is approx.100 hectares.

#### 2.3.2 Number of towplanes that will be employed

Sufficient, approx. one tow plane for 10 gliders. Maximum number of gliders 120 (then 12 tow planes).

#### 2.3.3 Meteorological facilities that will be provided

A resident professional weather forecast person (also a glider pilot) with all the necessary equipment.

#### 2.3.4 Parking facilities for gliders

Parking will be arranged in the open. Quite a few pilots want probably to keep their gliders in trailers. There is a lot of parking space in the airfield.

#### 2.3.5 Repair facilities for gliders

At the airport.

#### 2.3.6 Repair facilities for radios and instruments

Not available in Räyskälä. Some companies located in Riihimäki (40km), Hyvinkää (50km) and Helsinki (100km). Knowledge about these companies will be available before the competition.

#### 2.3.7 Oxygen requirements and supply facilities, if required

Oxygen is not needed.

#### 2.3.8 What plans do you have to implement the FAI Environmental Code of Conduct during your event?

In general, environmental awareness in Finland is at high level. Räyskälä airfield has its own environmental plan which fulfils both FAI Environmental Code of Conduct General Section and Gliding in Detailed Codes. Räyskälä airfield is also in process of obtaining national environment certificate.

### 2.4 Airfield Infrastructure *(provide descriptions for the following facilities at the airfield)*

#### 2.4.1 Briefing Room

Briefing will be held in one of the smaller hangars. This room will easily seat the necessary number of pilots and team captains etc.

Loudspeaker system and on site monitors will be provided.

#### 2.4.2 Common Room(s) for the competitors

Necessary facilities for the Teams will be provided.

#### 2.4.3 Meeting Room for the International Jury

Security room for Jury meetings will be arranged.

#### 2.4.4 Press Centre

Working places etc. for journalists will be arranged in the special Press Center with phone, fax and Internet-connections.

#### 2.4.5 Communication and internet equipment

WLAN covers most of the airfield (free of charge).

#### 2.4.6 Post and Banking

The nearest full service post and bank can be found in town of Loppi, approx. 20 km from the airfield. Post will be collected from the airfield on daily basis. Most common international credit cards are accepted for all payments at the airfield.

#### 2.4.7 Insurance availability

All major insurance companies are located in Helsinki, Hämeenlinna, Riihimäki and Forssa.

#### 2.4.8 Toilets, wash rooms and shower rooms

A sufficient number of toilets can be found in the motel, ATC building, café and sauna building. The sauna building also has a number of showers. Showers are also provided in some of the motel rooms. The organizers will provide additional facilities if needed. The most pleasant way to take care of personal hygiene is, of course in Finland, the sauna. At least two, maybe three, will be available right by the lake.

#### 2.4.9 Car parking

Lots of empty space for hundreds of cars on site.

#### 2.4.10 Emergency (including fire)

Nearest Fire Department is located in Loppi. Separate Rescue / Safety plan will be made.

#### 2.4.11 Medical and First Aid

The nearest hospital is approx. 30 km from the airfield. A SAR (Search and Rescue) unit with medical and first aid possibility will be on airfield.

#### 2.4.12 Conference and office rooms for the OSTIV Congress, if required

Facilities for OSTIV Congress can be arranged from vicinity of the airfield. Other option is to have the meeting in one of the nearby hotels. (for example Forssa 30km from Räyskälä)

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

### 3.1 Accommodation facilities available in the local area

- The motel at the airfield has 64 beds in 20 rooms. The price for these rooms is very reasonable.
- Rooms and cottages can be rented from motel Laakasalo, 7 km from the airfield.
- Hämeen matkailu (Hame Tourist bureau) and Loppi region have a number of private cottages for rent in the vicinity of the airfield (0-30 km).

### 3.2 Camping facilities at the airfield

There is lot of space for tents and caravans on site (with electricity)

### 3.3 Catering for competitors at the airfield

There will be a restaurant at the airfield open from early morning until very late if necessary.

## 4. Competition area *(provide descriptions of the following)*

### 4.1 Topography in the contest area

FLAT

### 4.2 A comprehensive survey of meteorological conditions

The weather in Finland in June is usually very good for gliding and especially for contest flying. The days are long and flights of 11 or even 12 hours are possible. The convection can start at 9 am and continues until 8-9 pm or even later (the last finisher in Europeans 1996 was after 10 pm). The cloud base is usually around 1500 – 2500 m AGL and the thermal strength can easily reach 3-5 m/s. The visibility is usually very good, 50+ km.

For the alternate dates of the event (see 2.2.3 / 2.2.4), the gliding conditions are normally good or very good in Finland. E.g. the EGC's 2005 were held July and the weather was very good (first competition day open class had 1000km task and 15m class 833 km).

### 4.3 Airspace restrictions in the contest area

It is not possible to fly far to Helsinki-Vantaa TMA which is SE from Rääskälä. In other directions there are few restrictions even though we usually have to observe some areas and even some altitude limitations.

### 4.4 Typical tasks to be expected

Over 1000km racing task has been flown in a competition. Typical tasks are around 500km.

### 4.5 Road and traffic conditions

Generally the conditions are good. Driving in Finland is safe and civilized.

**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

Start line.

5.1.2 Tasks

Racing Task and Speed Task, Assigned Areas.

5.1.3 Finish procedures

Finish Ring / Finish Line

5.1.4 Scoring

1000 points scoring systems

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

5.2.1 For pilots and crews

**Validation is not needed (current interpretation) if:**

- Licence is approved in glider's registration country

**When a glider is registered to Finnish aircraft register, validation is not needed if the pilot has:**

- JAR licence
- A licence from a member state of European Union (EU)
- A national licence from the Nordic Countries (Sweden, Norway, Denmark and Iceland)
- A licence (Annex 1 licence) from ICAO member state

**Other licences have to be validated by CAA (preferably before the competition)**

5.2.2 For sailplane and equipment

None

5.3 Number of competitors:

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

Total maximum 120.

5.3.1.1 Provide explanation for this number

Räyskälä has more than adequate space to accommodate 120 gliders and the task area supports distribution of the classes.

5.3.2 Indicate how the classes will be separated for:

5.3.2.1 Starts

Separate start lines with sufficient spacing will be used for each class.

5.3.2.2 On task

Airspace makes it possible to separate tasks for each class.

5.3.2.3 Finishing and landing

There is plenty of space at the airfield (airfield area of 104 hectares).

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

6.1 Entry fee

900 euro per sailplane

6.1.1 Services included in the entry fee

- ICAO map
- 2 x road maps
- all necessary competition documents

6.1.2 Cost of aero tows

50 euro / tow (depending on fuel price)

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

Gasoline approx 1,47 eur / litre and diesel approx 1,29 eur / litre (december 2010)

6.3 Rental cars

Starting from 300-400 euro / week

6.4 Accommodation (*as appropriate for local facilities*)

6.4.1 Hotels

57-77 euro / room (at the airfield motel, current price level 2011). Per one person approx 20 euro / person / night at the motel.

6.4.2 Apartments

6.4.3 Bed and Breakfast

6.4.4 Camping

25 eur / caravan / per day (at the airfield, current price level 2011)

6.5 Catering *(as appropriate for local facilities)*

6.5.1 Hotels

6.5.2 Restaurants

8-20 euro / meal

6.5.3 Airfield

Breakfast 5-8 euro

Lunch or dinner 6-10 euro

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

Entry fee: 900 €

Travel from Europe: 900 €

Aero tows (10 \* 50): 500 €

Accommodation: 1100 € (motel, one room) 350 € (camping)

Food: 500 € (in airfield restaurant)

Other costs 500 €

Total 4400 €      3650 €

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

7.1 The availability of local gliders for hire

Local gliders are available. Also Nordic and European countries can provide additional rental opportunities for overseas pilots.

7.2 The costs of hire

Normal rates

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

See 5.2.1

**8. Training**

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

Räyskälä is always welcoming visiting glider pilots. Tows are available during summer time (April-September).

An international gliding competition will be arranged in Räyskälä (summer 2013).