



World and Continental Gliding Championships

Initial Bid Form

All the information sought in this bid document must be completed prior to its submission. Details, such as a diagram of the airfield, may be included as an Annex. When completed an electronic copy of this form must be sent to the IGC Bid Specialist (peter@eriksen-aviation.eu) before the closing deadline of September 30 of the year prior to the presentation of the Bid to the IGC Plenary. When the information on this form has been checked and amended as necessary, the IGC Bid Specialist will forward it to the IGC Secretary.

Applicant:

Name: Federação Brasileira de Voo a Vela - FBVV
Brazilian Gliding Federation

Date of Application: 30.12.2017

Organising Gliding Club or other organisation: Aeroclube do Planalto Central – APC, Aeroclube de Voo a Vela CVV-CTA e Comissão do Aerodesporto Brasileira - CAB

Name and address of National Aero Club: FBVV - Praça Rocha Falcão 47, sala 01, Vila Jaragua, São Paulo/SP. CEP 05115-120

 <p>www.planadores.org.br</p>	 <p>www.aeroclubeplanalto.org</p>	 <p>www.vooavelacta.com.br</p>	 <p>www.cab.org.br</p>
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Proposed Competition Director: Sergio Bassi

Sergio Bassi is currently working as a gliding instructor at Clube de Voo a Vela CVV-CTA. Active Competition Glider pilot for more than 38 years. Alternate IGC Delegate for Brazil. Active member of the Sporting Commission of FBVV.

Proposed Organisation of the event:

We are willing to organize the event and have already created an organizing committee, with members both from the organizing club and from the Brazilian Gliding Federation.

The organizing club will organize our National Championship in 2020 in the same site proposed for the 4th Panamerican. This will allow continuous preparation and will also open the possibility for training on the site for other pilots from abroad as well.

Airfield: Luís Eduardo Magalhães - LEM

Contact person (for the applicant):

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1. Event and Year

1.1 Name of Competition **4th FAI Pan - American Gliding Championships 2021**
(Standard Monotype (SZD 48-1 e 48-3, Jantar) and 15 m handicapped)

1.2 Year of event **2021**

2. Site

2.1 Name of the airfield **SWNB**
Airfield orientation 10/28
Length 2000 x 30 m

2.1.1 Co-ordinates **12 4 6S/45 42 41W**

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

Luís Eduardo Magalhães (LEM) is a municipality in the western part of the State of Bahia, Brazil. The town's main business is agriculture, and it is known as the Brazilian capital of agribusiness. The city is located in the heart of a rapidly growing agribusiness region and as a result it is the fastest growing city in Brazil. Luís Eduardo Magalhães has limits with the municipalities of Barreiras (100 km or

62 miles), and with the State of Tocantins. It is located at a distance of 470 km (340 miles) from Brasília (DF), 947 km (or 588 miles) from Salvador, 1,282 km (797 miles) from São Paulo. In the year of 2016 it had a population of 83 557 inhabitants, in an area of 4,245 km². <https://luiseduardomagalhaes.ba.gov.br>

City of Luís Eduardo Magalhães

Nickname(s): *The Capital of Agribusiness*

Motto(s): *Citizen Development*



Location of Luís Eduardo Magalhães

Country	Brazil
Region	Northeast
State	Bahia

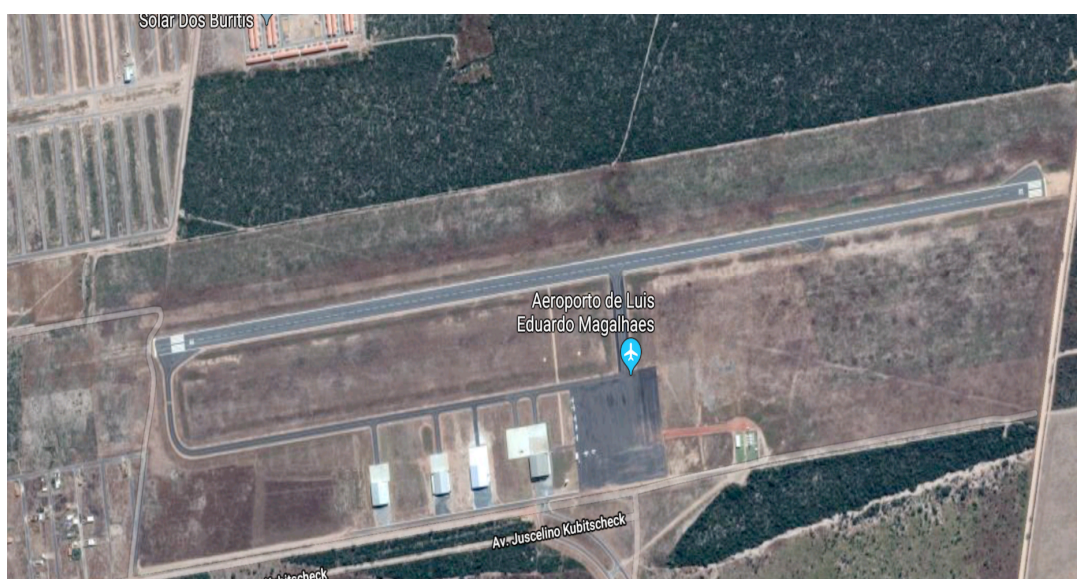
View down Luís Eduardo Magalhaes - LEM town centre



2.1.3 Experience of airfield staff in organising championships

In the year 2010 and 2013, the 53th and 56th Brazilian Gliding Championships – Central West and National, were held at the venue in a period of 15 days, and has confirmed that local conditions are exceptional for gliding. Some competitors who have flown on the scene report that it may be one of the best places in the world for soaring.

The Organising committee will include people with experience running National Gliding Championships. No local Staff, FBVV staff, local support, relevant.



Grid 2013 – National Championship in LEM

2.2 Proposed period for the event

2.2.1 Training Dates

Tue 04th to 11th September 2021. Practice period during the prior week.

2.2.2 Competition Dates

Opening Ceremony: Saturday, September 11th, 8pm local time

Competition: Sunday, September 12 - Friday, September 24th, 2021

Closing Ceremony: Saturday, September 25th, 2021

2.2.3 Alternate dates for training

In order to stay in the timeframe promising favourable meteorological conditions, the competition can start one week earlier or later. This allows an early and a late scenario:

Tue 28th August to 04th September 2021. Practice period during the prior week (early scenario).

Or

Tue 11th to 18th September 2021. Practice period during the prior week (late scenario).

2.2.4 Alternate dates for competition

Early scenario:

Opening Ceremony: Saturday, September 04th, 8pm local time

Competition: Sunday, September 05th - Friday, September 17, 2021

Closing Ceremony: Saturday, September 18th, 2021

Late scenario:

Opening Ceremony: Saturday, September 18th, 8pm local time

Competition: Sunday, September 19th - Friday, October 1, 2021

Closing Ceremony: Saturday, October 2th, 2021

2.3. Airfield operating data

2.3.1 Surface of the airfield, number and directions of runways (provide diagram and photograph)

An overview of the one runway, the taxiways as well as aerial pictures can be found in Annex A. The runway has an orientation of 10/28, in accordance to the main wind direction. The Surface is concrete.

2.3.2 Number of towplanes that will be employed

We generally calculate with 1 tow plane/every 7-8 gliders. (Towing to 500m AGL, the turnaround time is 8 minutes on the average tow plane)

2.3.3 Meteorological facilities that will be provided

A meteorologist with extensive experience in gliding competitions will permanently be on-site in order to provide daily and if needed ad-hoc meteo information. High-speed internet access is available at the airfield, ensuring all necessary access to public and non-public meteorological information.

2.3.4 Parking facilities for gliders

A convenient tie-down area is available (as on the diagrams) with water access for the ballasted gliders.

2.3.5 Repair facilities for gliders

Luís Eduardo Magalhães - LEM has an established onsite maintenance facility. It has a full workshop and spray booth and an engineer dedicated to first class service. This facility, operated by Aeroclube do Planalto Central, will be available for any urgent repairs during the competition.

2.3.6 Repair facilities for radios and instruments

We have basic repairs available on site, and we have a radio technician on call.

2.3.7 Oxygen requirements and supply facilities, if required

Oxygen is not required.

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

The Brazilian Gliding Federation (FBVV) through their Contest Authorities compromises to follow the directives stated by the FAI in compliance with every norm and regulations related with the FAI Environmental Code of Conduct for Gliding, during the event.

We have two main environmental issues that can be improved with appropriate planning:

Noise: The noise of the tow planes can disturb the surrounding villages. We have adopted a tow pattern for the different performing-tow planes in order to avoid flying above inhabited areas, while keeping the turnaround time minimal. Reducing noise pollution is our high priority. Tow pilots are briefed and monitored.

Waste: We would like to reduce the use of bottled water as much as possible, (as our tap water is perfect for drinking) reusable water containers will be encouraged. The separate collection of plastic water bottles will be also our priority, with proper waste management (lid off - compression). We would also like to avoid plastic food and drink containers at the buffet, and

to use reusable plates/glasses instead.

Separate collection of waste (plastic/paper/metal/batteries, and others) will be also applied.

2.4 Airfield Infrastructure

2.4.1 Briefing Room

We will use a suitably sized hangar for the briefings, with a large screen projector, an appropriate PA system. Sufficient number of tables/chairs and good WIFI connection will allow this room to be used for other daily activities, meetings and lectures.

2.4.2 Common Room(s) for the competitors

Briefing room is same as above.

2.4.3 Meeting Room for the International Jury

Separate air conditioned room will be provided, with Internet connection, displays and basic office equipment.

2.4.4 Press Centre

A press centre will be established at the airfield.

2.4.5 Communication and internet equipment

The airfield is equipped with a high-speed internet access. WiFi is available across the camping ground and the apron. The access code will be made available to the participants of the competition. In addition, there is high-speed internet access available through all major Brazilian mobile network operators.

2.4.6 Post and Banking

Post and Banking facilities are available in LEM city centre, about 3km from the airfield.

2.4.7 Insurance availability

We will promote an insurance broker (experienced in aviation) through the Bulletins and our Web-page. (3rd party liability for the glider and health Insurance for each team members will be mandatory).

2.4.8 Toilets, wash rooms and shower rooms

Appropriate number of Shower and Toilet containers will be placed on the site, adapting to the total number of participants. A 3rd party company will be responsible for the cleaning and sanitizing. Additional facilities will be provided during the competition. There will be separate toilets and showers for women and men.

2.4.9 Car parking

Extensive parking lots for the competitors and their teams are available on the spacious camping ground. During gliding operations, the cars can temporarily be parked close to the grid. An additional parking lot for visitors is available next to the tower building, close to the apron.

2.4.10 Emergency (including fire)

The city of LEM provides a fire brigade and a regional police centre. A rescue plan exists, ensuring fast reaction times. In addition, a rescue car is available at the airfield.

2.4.11 Medical and First Aid

A hospital is located 3km of the airfield. A rescue ambulance is available on demand. In addition, there are several practicing doctors located in LEM.

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

The OSTIV congress can be held in a conference room in Hotel within the nearby town of LEM.

3. Accommodation and food for competitors

3.1 Accommodation facilities available in the local area

There are several hotels, houses and apartments for rent located within LEM.

3.2 Camping facilities at the airfield

The camping ground will be built in within the nearby town of airfield.

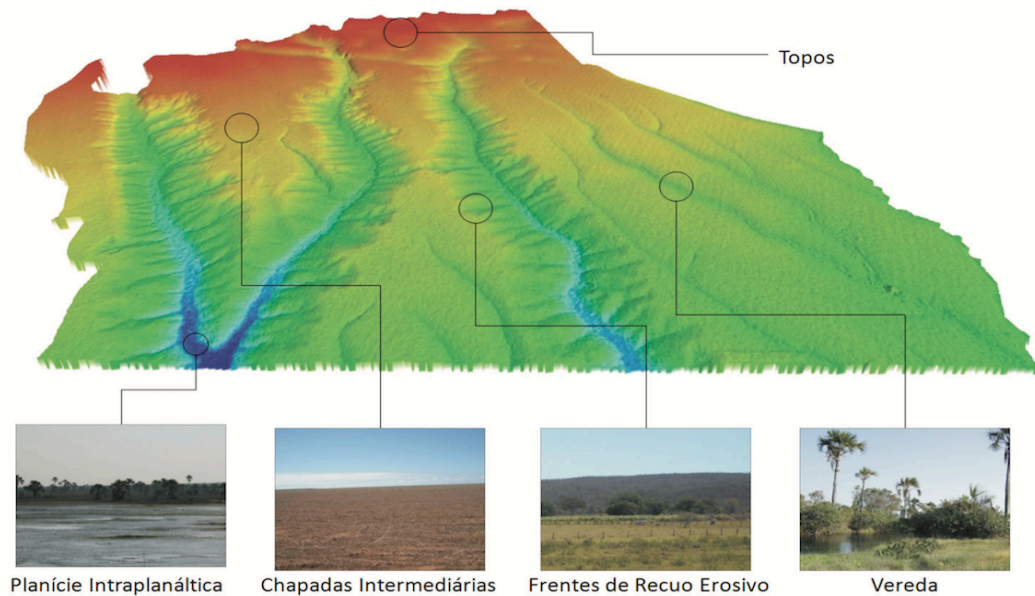
3.3 Catering for competitors at the airfield

We would like to have a 3rd party catering company providing catering on the site. Generally this works well, and the catering company provides the catering area and staff. In addition, huge numbers of local restaurants are available in the city offering various types of cuisine from traditional Brazilian Food. For self-catering, there are a couple of supermarkets available in LEM, within 5 minutes driving distance.

4. Competition area

4.1 Topography in the contest area

The predominant topography of the region are the Chapadão Central, which occupies its greatest extent, and the Chapadão Patamares, located in the region of the valley. The most characteristic feature of this region is the flat surface that composes tops and ramps carved by valleys that contain the permanent drainage as a function of the annual rainfall indices. LEM offers thermalling to across extensive flat lands, offering ridge soaring opportunities.



4.2 A comprehensive survey of meteorological conditions

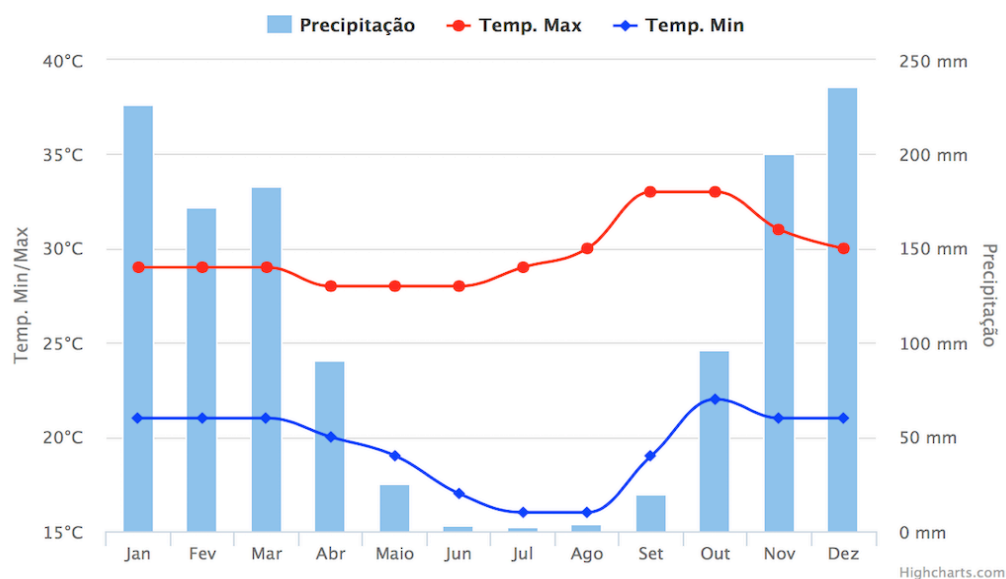
The climate is Tropical of Altitude. The rainfall pattern is the same as that of the tropical climate. The summer rains are more intense due to the action of the Atlantic tropical mass.

Average temp: 22 °C (71.6 °F).

Rainfall: 700 to 2.000 mm (27.55 to 78,74 in).

Rainy Season: October - April.

Air Humidity: Annual: 70%. December: 80%. August: 50%.

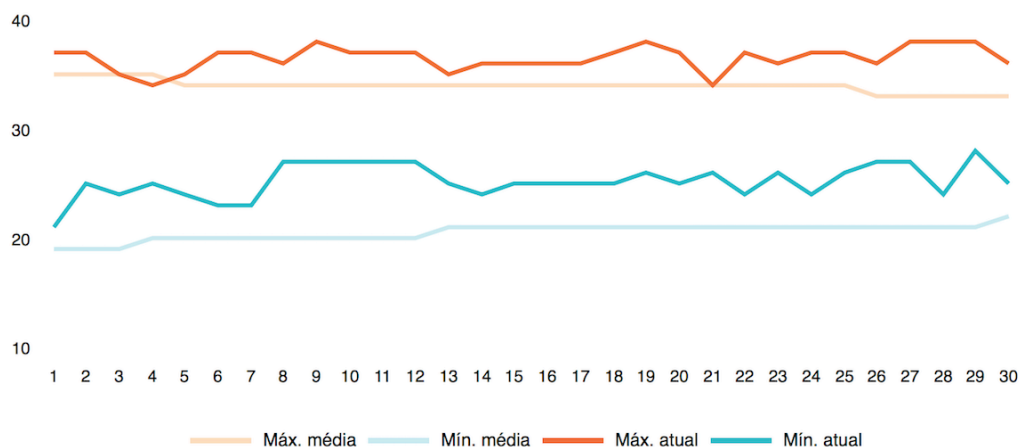


■ Rainfall , ■ Maximum Temperature and ■ Minimum Temperatura in LEM

	Janeiro	Fevereiro	Março	Abril	Mai	Junho	Julho	Agosto	Setembro	Outubro	Novembro	Dezembro
Temperatura média (°C)	24.1	24	24.2	24.2	23.7	23.1	23.4	24.9	25.8	25.2	24.4	24
Temperatura mínima (°C)	18.7	18.7	18.8	18.4	17.3	16.2	16.3	17.6	19	19.2	18.9	18.4
Temperatura máxima (°C)	29.5	29.4	29.6	30	30.1	30	30.6	32.3	32.7	31.3	29.9	29.6
Temperatura média (°F)	75.4	75.2	75.6	75.6	74.7	73.6	74.1	76.8	78.4	77.4	75.9	75.2
Temperatura mínima (°F)	65.7	65.7	65.8	65.1	63.1	61.2	61.3	63.7	66.2	66.6	66.0	65.1
Temperatura máxima (°F)	85.1	84.9	85.3	86.0	86.2	86.0	87.1	90.1	90.9	88.3	85.8	85.3
Chuva (mm)	202	258	233	130	20	1	1	1	41	102	263	259

Average Temperature in LEM

Gráfico de temperaturas setembro 2017



Temperature in September 2017

4.3 Airspace restrictions in the contest area

The contest area is free from airspace restrictions.

4.4 Typical tasks to be expected

Typical task lengths for a competition with 100 participants in late July range between 200 and 700km. On a good day, competitors may expect 500km tasks to be set around LEM, both Racing tasks and AAT.

4.5 Road and traffic conditions

Roads are excellent with only a small number of unsealed roads. Traffic is minimal.

5. Rules

5.1 Indicate the options intended to be used from Annex A for:

5.1.1 Starting procedures

Separate starting points will be used for different classes. Separation of start sectors is intended to be at least 10km.

5.1.2 Tasks

The varied terrain and reliable weather provides opportunities for a range of tasks. Typical tasks flown in recent competitions range from 250km to 600km, both Racing tasks and AAT. Appropriate tasks, avoiding conflicting traffic

5.1.3 Finish procedures

Same checkpoint for both classes will be used, also same landing procedures will be applied. However we are very careful not to have conflicting traffic at the checkpoint. (Different classes have to arrive from roughly the same direction.)

Local OGN Receiver (Flarm "Radar" antenna) will be used to support local traffic information service with expected arrival traffic information.

5.1.4 Scoring

We will use the 1000 point scoring system. SeeYou competition is the scoring software intended to be used on the competition. Results will be published as soon as available both on the soaringspot portal and on the (local) website of the competition.

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

5.2.1 For pilots and crews: none

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

15 Glider per Class, 30 Gliders. This number can be increased slightly according to the Director decision.

3 Pilots per Country and per Class + Last Champions + 3 Overseas invited pilots per Class.

5.3.1.1 Provide explanation for this number

There are not many Countries in South America with gliding activity, on the other side, this is a number which is consistent with the Qty. of Gliders

available in Brazil for both proposed classes.

5.3.2 Indicate how the classes will be separated for:

5.3.2.1 Starts

Starting points will be separated by >10km for all classes. Starting times will be different for all classes.

5.3.2.2 On task

There will be different tracks for each class.

5.3.2.3 Finishing and landing

Finish directions will be aligned through appropriate control points with finish procedure to encourage direct landing.

6. Costs

6.1 Entry fee \$ 700 USD per glider (single or multi-seater)

6.1.1 Services included in the entry fee

The entry fee covers the operational costs of the organiser, such as facilities, airfield preparation and usage, grid operations, turnpoints database, transfer & availability of towplanes, water ballast facilities, meteo service, tasks and results, scoring, communication system (SMS or equivalent), trophies and prizes, media and press, Multiple WiFi internet access points on the airfield.

6.1.2 Cost of aero tows \$ 50-55 USD (500 m release altitude)

6.2 Price of car fuel per litre/gallon

Petrol (ROZ95): USD \$ 1.15/litre

Diesel: USD \$1.00/litre

AVGAS 100LL: USD \$ 2.10/litre

6.3 Rental cars

Car rental fees depend on the type of car. Average daily fees start around USD \$ 50 per day. Larger cars equipped for airfield usage (tow hook) cost around USD \$ 90 per day.

6.4 Accommodation

6.4.1 Hotels: 30-40\$ USD (single room), 40-70\$ USD (double room)

6.4.2 Apartments: from 204 USD per day (2-4 persons)

6.4.3 Bed and Breakfast: 30-40\$ USD per day

6.4.4 Camping: To be determined

6.5 Catering

6.5.1 Hotels

Breakfast is included in typical hotel room rates.

6.5.2 Restaurants: Approx. 20\$ USD per meal.

6.5.3 Airfield: 20\$ USD per day, including breakfast, lunch and dinner

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

Entry fee: 700\$ USD

Aerotows: 600\$ USD (12 tows x 50\$ USD)

Accommodation: 2,400\$ USD B&B 40\$ USD per day, 3 persons, 20 days

Catering: 1,200\$ USD (3 persons, 20 days, 20\$ USD per day)

Car rental: 1,800\$ USD (90\$ USD/car, 20 days)

Sum: 6,700\$ USD

7. Glider Hiring

7.1 The availability of local gliders for hire

Hiring competition gliders isn't common in Brazil, hence therefore a variety of gliders isn't available. The FBVV will assist in brokering glider hires as needed. However, FBVV will be negotiating and working to resolve this issue. We will designate a spot for "gliders for hire" on the web-page of the competition, and also assist pilots in need for rentals.

7.2 The costs of hire

To be determined.

7.3 Any restrictions on hire

To be determined.

8. Glider Import

8.1 Ports or cities of entry

To be determined.

8.2 Customs requirements

To be determined.

8.3 Customs brokers

To be determined.

8.4 Estimated costs and fees, including cost of transport of containers

To be determined.

9. Training

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

In 2020, an international gliding competition held jointly with the Brazilian National Championship will be organized at LEM. The training competition will be held according to Annex A rules and the local procedures as for the 2021 4th Panamerican. Besides that, individual competitors may familiarize themselves with the region and the airfield during glider camps that will be organised in the years 2019 and 2020 at this airfield.

There will be one week official training prior the competition. The training is for registered pilots only (registration must be complete before the first training day to fly on any of the training days).

ANNEX A

Surface of the airfield, number and directions of runways (10/28)

