



DRAFT #02

## World and Continental Gliding Championships

### Initial Bid Form

**Applicant:**

Name: **2<sup>nd</sup> Pan American Championships**

Date of Application: **November 27<sup>th</sup> to December 16<sup>th</sup>, 2017**

**Organising Gliding Club or other organisation:**

**FEDERACION ARGENTINA DE VUELO A VELA (FAVAV),**

**Name and address of National Aero Club:**

**Confederación Argentina de Aero Deportes, (CADEA)(Argentine NAC)**

**Proposed Competition Director:**

**Sergio Reinaudo:**

Active Competition Glider pilot since more than 25 years, Computing and Software specialist. Alternate IGC Delegate for Argentina. Active member of the Sporting Commission of FAVAV. Chief scorer in WGC Argentina 2013

**Proposed Organisation of the event:**

November 27 to 29, 2017.....Non Official training

December 30 to 2, 2017.....Official Training

December 3, 2016 Opening Ceremony

December 4 to 15, Competitions days

December 16, reserve day, Closing Ceremony

## **Airfield:**

Santa Rosa de Conlara Airport, **Aeropuerto Internacional Valle del Conlara**  
San Luis  
-32.382014, -65.183822

This place is a medium size, International Airport, located in the province of San Luis, with almost nothing of air activity, excellent facilities, strong soaring conditions and ideal condition for a Gliding event.

Our Gliding Federation have been visiting the site in the near past, using the Site for training for the Argentine Soaring Team and exploration Soaring events and is in touch now with the Authorities performing the event

There are no Glider Club in the site, but strong support from local and province authorities,

Very good accommodation and tourist area in area.

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

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## **1. Event and Year**

- 1.1 Name of Competition **2<sup>nd</sup> Pan American Championships**
- 1.2 *Classes Competing: **Two Classes, 15m and Standard, Same Gliders for all contestants, ASW-20 for 15m Class and Std. Jantar for the Standard Class, no handicap, water ballast permitted.***
- 1.3 Year of event: **2017**

## **2. Site**

- 2.1 Name of the airfield: **Aeropuerto Internacional Valle del Conlara**
  - 2.1.1 Co-ordinates: **-32.382014, -65.183822**
  - 2.1.2 Direction and distance to nearest town, population of this town:  
**Santa Rosa de Conlara, 9.2 Km NE, population 6000.  
Merlo, 20 Km E-NE, population 18000, Tourist City**
  - 2.1.3 Experience of airfield staff in organising championships:  
**No local Staff, FAVAV staff, local support, relevant.**

2.2 Proposed period for the event; **November/December 2016**

2.2.1 Training Dates:  
**November 27 to 29, 2017.....Non Official training**  
**December 1 to 3, 2017.....Official Training**

2.2.2 Competition Dates:  
**December 4 to 15, 2017**

2.2.3 Alternate dates for training

2.2.4 Alternate dates for

2.2.5

2.3. Airfield operating data:



2.3.1

**RLO (ICAO: SAOS)**

**Valle del Conlara**

**Santa Rosa de Conlara, San Luis**

**Argentina**

Latitude: **32° 23' 4.10"**  
**South**

Longitude: **65° 11' 8.70"**  
**West**

Elevation: **2021' (616m)**

Max. Runway Length: **8390'**  
**(2557m)**

Comments: **Runway info: Runway 02/20 (8390' x 154'),  
Surface: CONCRETE; Airport frequencies: Conlara Tower  
119.9 MHz/118.85 MHz**



- 2.3.2 Number of towplanes that will be employed: **6 (six tow planes)**
- 2.3.3 Meteorological facilities that will be provided:  
**National Meteorological Service, SMN**  
<http://www.smn.gov.ar/>
- 2.3.4 Parking facilities for gliders: **Big areas, see photos...**
- 2.3.5 Repair facilities for gliders: **Not available**
- 2.3.6 Repair facilities for radios and instruments: **Not available**
- 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?

**The Argentine NAC and the Argentine Gliding Federation, (FAVAV) through of their Contest Authorities takes the compromise to follow the directives stated by the FAI about to complain with every norm and regulations related with the FAI Environmental Code of Conduct for Gliding, during the event.**

#### 2.4 Airfield Infrastructure:

- 2.4.1 Briefing Room: **Airport facilities**
- 2.4.2 Common Room(s) for the competitors: **Airport facilities**
- 2.4.3 Meeting Room for the International Jury: **Airport facilities**
- 2.4.4 Press Centre: **Airport facilities**
- 2.4.5 Communication and internet equipment: **Available**
- 2.4.6 Post and Banking: **Available**
- 2.4.7 Insurance availability: **yes**
- 2.4.8 Toilets, wash rooms and shower rooms: **Airport facilities**
- 2.4.9 Car parking: **Airport facilities**
- 2.4.10 Emergency (including fire): **Available**
- 2.4.11 Medical and First Aid: **Available**
- 2.4.12 Conference and office rooms for the OSTIV Congress, if required:  
**Not required**

### 3. Accommodation and food for competitors

- 3.1 Accommodation facilities available in the local area:  
**Yes, Villa de Merlo (best option) and Santa Rosa de Conlara**
- 3.2 Camping facilities at the airfield: **Not available**
- 3.3 Catering for competitors at the airfield: **Snack at the Airport**

### 4. Competition area

- 4.1 Topography in the contest area:

Tasks will be flown over a mix of hills and semi desertic flat or light waved terrain. The airfield close enough of a medium altitude ridge. There are no problems for out landings and retrievals in this area and no problems with Restricted Areas.

4.2 A comprehensive survey of meteorological conditions:

**November and December has ideal time for soaring in this site, Strong thermals to 2500 or 3000m are common, six or more flying hours. Average Max. Temperature for November/December are around 30°C with min. Temp. between 10 and 17°C. Avg. rain is around 24mm.**

4.3 Airspace restrictions in the contest area: **None**

4.4 Typical tasks to be expected: **AST and AAT Tasks**

4.5 Road and traffic conditions: **Not heavy**

## 5. Rules

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

5.1.1 Starting procedures:

**In compliance with point 7.4.2 b (i). Start Gate will be a straight line, of 10km perpendicular to the track to the first Turn Point.**

5.1.2 Tasks: **In compliance with Point 6.1 the task to be flown will be:**

**AST: Racing Tasks**

**AAT: Assigned Area Tasks**

5.1.3 Finish procedures:

**In compliance with point 7.7.1 b, the finish procedure will be:**

**Finish Ring: A ring of specified radius around the finish point encompassing the airfield and the landing circuits. Special rules for safe height arrivals will apply.**

5.1.4 Scoring:

**In compliance with point 8.1 a selected Scoring System will be: 1000-Points Scoring System: The Score is expressed in points (the maximum available Score for the Day is 1000 points).**

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.**

- 5.3.1.1 Provide explanation for this number:

**Not many Countries in the Americas with Gliding activity, on the other side, is a number which is consistent with the Qty. of Gliders available in Argentina for both proposed Classes.**

- 5.3.2 Indicate how the classes will be separated for:

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

5.3.2.1 Starts : **several, different for each Class**

5.3.2.2 On task: **Different courses**

5.3.2.3 Finishing and landing: **Arrival Circle, minimum height to reach a normal landing pattern.**

## 6. Costs

- 6.1 Entry fee:

**Actually working on it, but the idea is: Glider, Insurance, Car, helper, Entry fee, all for an amount between U\$S 3000 to 4000, the idea is to reduce cost as much as we can, more info will be posted soon.**

6.1.2 Cost of aero tows: **To be defined close to date of the Contest, (approx. 30 to 40 U\$D)**

6.2 Price of car fuel per litre/gallon (*estimate*): **U\$D 1.15/litre**

6.3 Rental cars: **Included in the Entrance Fee**

6.4 Accommodation (*as appropriate for local facilities*)  
**More detailed info will be provided soon**

6.4.1 Hotels: **Available**

6.4.2 Apartments: **Available**

6.4.3 Bed and Breakfast: **Available**

6.4.4 Camping: **Yes, at 5Km of the Airfield, will be updated**

6.5 Catering (*as appropriate for local facilities*)

6.5.1 Hotels: **yes**

6.5.2 Restaurants: **yes**

6.5.3 Airfield: **yes**

**More detailed info will be provided soon**

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

6.7

**Approximately between U\$S 1000 to 1500, this info will be updated ASAP. (Accommodation, meals and fuel)**

**7. Glider Hiring**  
**Not required, included in the package.**

7.1 The availability of local gliders for hire:

7.2 The costs of hire

7.3 Any restrictions on hire:

**Pilots must obtain an Argentine Pilot License, same procedure as im WGC in 2013**

**8. Glider Import (*provide information on the following*) NOT REQUIRED**

8.1 Ports or cities of entry

8.2 Customs requirements

8.3 Customs brokers

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

**9. Training**

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

**In Glider Clubs, close to the Site, more info soon**

*Updated: January 06th 2016*