

Àger 2018

**20th FAI Class I
European Championship**

&

**8th FAI Class V
World Championship**

Official BID

Presented by:

Claudia Mejia de la Pava

On behalf of:

FAI - Real Federación Aeronáutica Española (RFAE) - CE Termik-Ando

1. Organizer(s):

The event will be organized by Claudia Mejia de la Pava on behalf of the FAI, the Spanish NAC "Real Federación Aeronáutica Española" and the Hang Gliding Club "Termik-Ando".

2. Name of Championship:

This is a BID to organize the *20th FAI European Hang Gliding Class I Championship* and the *8th FAI World Hang Gliding Class V Championship*.

3. Proposed Dates of Championship:

The main event in 2018 would be hosted within the timeframe of July 14th till July 28th.

4. Location(s) of Championship:

The main location for this event (HQ, Opening & Closing Ceremonies, etc.) is the town of Àger in northern Catalonia, Spain. It is a 2 hour drive from Barcelona and, from major western European countries; it takes an average of 13.5 hours to drive (around 1,000 – 1,500km).

There will be a liaison with other nearby municipalities as well, especially for goal arrivals.

5. Organisers, Directors and Key Officials:

Organisation/Event Director: Claudia Mejía de la Pava – CE Termik-Ando	
Meet Director: tba	Scorer: tba
Safety Director: tba	Retrieve/Check in: tba
Chief Launch Marshal: tba	HQ/Admin manager: tba
Chief Goal Marshal: tba	Others: tba
Meteorologist: tba	

In order to avoid inaccurate or premature information at this stage, the team will be contacted and created afterwards, once the Bid has been granted. The team will be lead by Claudia Mejia de la Pava who has a vast experience in every aspect of HG competitions, from competing herself, to organizing, to scoring, being Meet Director, to "stewarding" and more. Most people involved in the staff will also be experienced; others will be trained for the event. Our aim is to have a bilingual or English speaking staff and Claudia is fluent in at least eight languages and known by many pilots, team leaders and organizers who trust her and know her capability for organizing and running HG events.

6. Entry Fee for Category 1 Championship:

Pilot: 500€

Team Leader / Assistant or Friends & Family: 225€ / 75€

The Fee includes, other than administrative and organizational services, t-shirt, map, lunch packages (for pilots and TLs), group dinner(s) and/or event(s), information packages, promotional items and souvenirs (if financially viable).

7. Pilot Entry & Team size:

Àger has a very large set up and launch area; therefore the maximum pilot entry will be 150 (combining both classes).

Team Sizes: 6 for Class I / 3 for Class V and 3 scoring pilots for Class I / 2 for Class V.

8. Test Event:

The idea is to run the Test Event(2017) from July 9th till the 15th, taking into account the area's requirements, while keeping in mind the 2017 Worlds in Brazil beginning on August 6th. It will be an open event without specific pilot qualification requirements and an expected entry fee of 250€.

It is in our interest to have the same team running both events in order to offer the best possible service; however, if needed, necessary changes will be done to satisfy the Category 1 competition standards. We are well aware of the importance of closely following Cat. 1 rules during the practice event and will certainly do so.

9. Launch Site:

There will only be one launch site: Coll d'Ares. This site has been hosting HG and PG events since the 80s including FAI Class I World and European Championships (1995 and 2010), plus many other international Cat. 2 events. The local authorities are familiar with our events, they are happy to give us their support and excited about this new project.

The organizer of this event has participated in organizations for both Cat. 1 and 2 events around the world, organized several Cat. 2 events in different countries and, in this specific site, she has organized and sometimes also directed several editions of the *Áger Open* plus the Spanish, Belgian and British Nationals, some of which have been multi-class events.

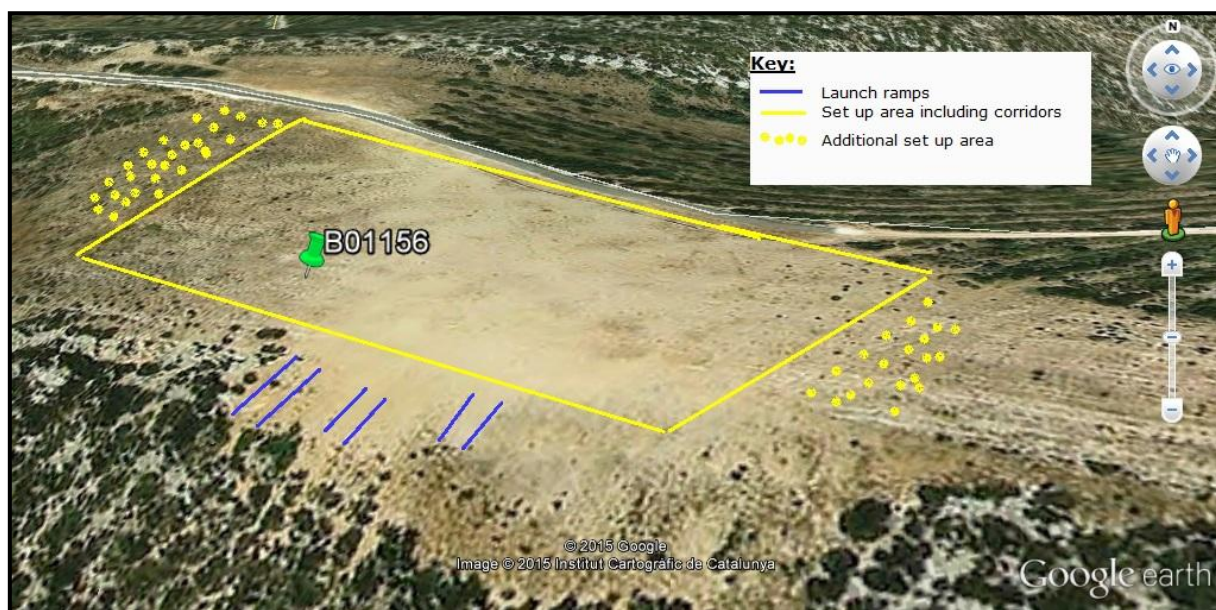
Most of the team, if not the whole team, will have previous experience working on HG events and/or on this site and, in any case, there will be a preparation period in which important safety and organizational details will be studied and practiced.

10. Launch Site Details:

The launch direction for this site is south, with approximate 900mts of altitude over the valley below. The rigging area is between 150 and 180mts wide by 50 to 60mts long, with place for 3 launch ramps and several set up boxes and access lanes, which will be properly marked. The launch area is clear and the wind is strong and steady.



General view of the take off area



Detailed view of the take off area

Special attention needs to be paid for easterly crossing winds, which are not very often, but do require extra safety levels; it will be informed during the Safety Briefing plus the SD and launch crew will be there to assist pilots in this case. In accordance with the rescue services, we will define which should be the best area for the helicopter landing zone.

The access road to launch is a paved, a 30min drive from the town to the top of the hill; there is plenty of parking space and other facilities such as portable toilets shall be available. The site's safety record in the past 5 year: *Incidents* - a couple of failed take offs due to pilots' error and with only glider damage; a couple of hard landings with glider damage as well; one water landing, pilot's error. *Accidents* – a pilot was not able to get upright in time and crashed into the ground, despite it being similar to other hard landings in this sport, unfortunately, this time he sustained a medullar injury which was not life-threatening, but left the pilot in a wheelchair; another pilot had equipment failure, where apparently a modification to the harness strap, lead to the pilot getting separated from his wing and the parachute from the pilot, resulting in a fatality.

11. Task Flying Area:

The flying area consists of several mountain ranges, wide valleys and some slightly sloped areas. There are plenty of landing fields throughout the flying area and critical areas will be pointed out to the competitors by SD or MD; we have at least 9 official goal possibilities. The Tasks shall be set avoiding dangerous zones. Road quality is good with several major paved roads and local dirt roads; these goals have been used in several events in the past 5 years (Cat.1 and 2). They will be visited prior to the events and make sure they are still suitable. Detailed information of the goal fields is found on Appendix C.

12. Airspace:

The Spanish Civil Aviation Association is familiar with the HG and PG events in the Àger area and grants a permission for the competition flying area and releases a *NOTAM*; all tasks will be set within this area.

13. Safety issues:

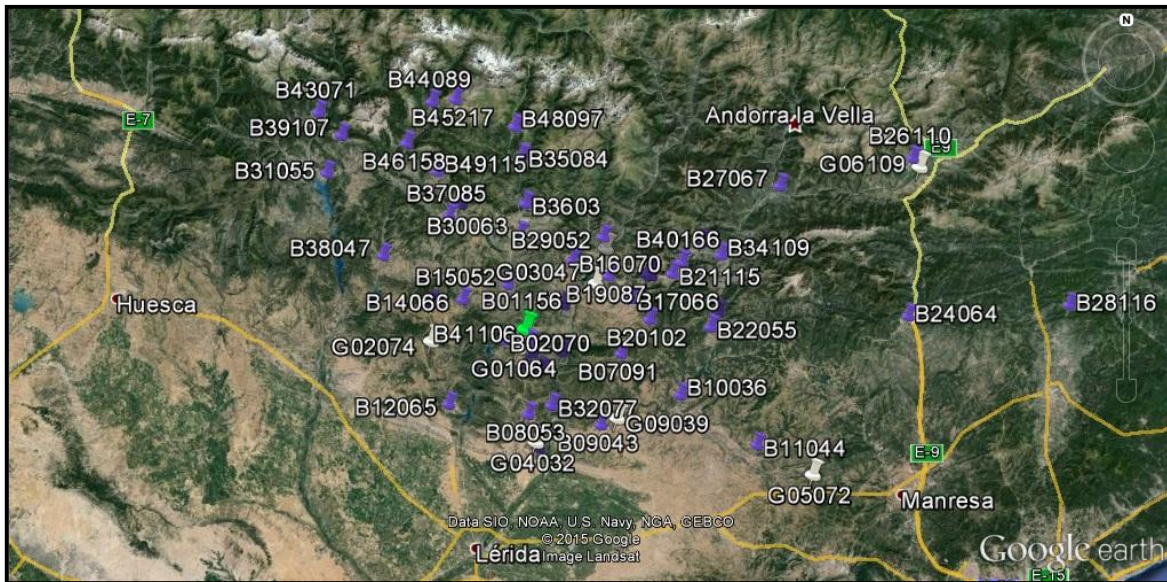
The valleys in front of the mountain ranges make it very safe; there are only a couple of critical crossings requiring a certain altitude. These are well known by many pilots and they

will be discussed during safety and pilot briefings. Conditions are moderate to strong and the area is suitable for all pilots; what is taken into account for the different levels is the task setting. Find examples of previous tasks in Appendix B.

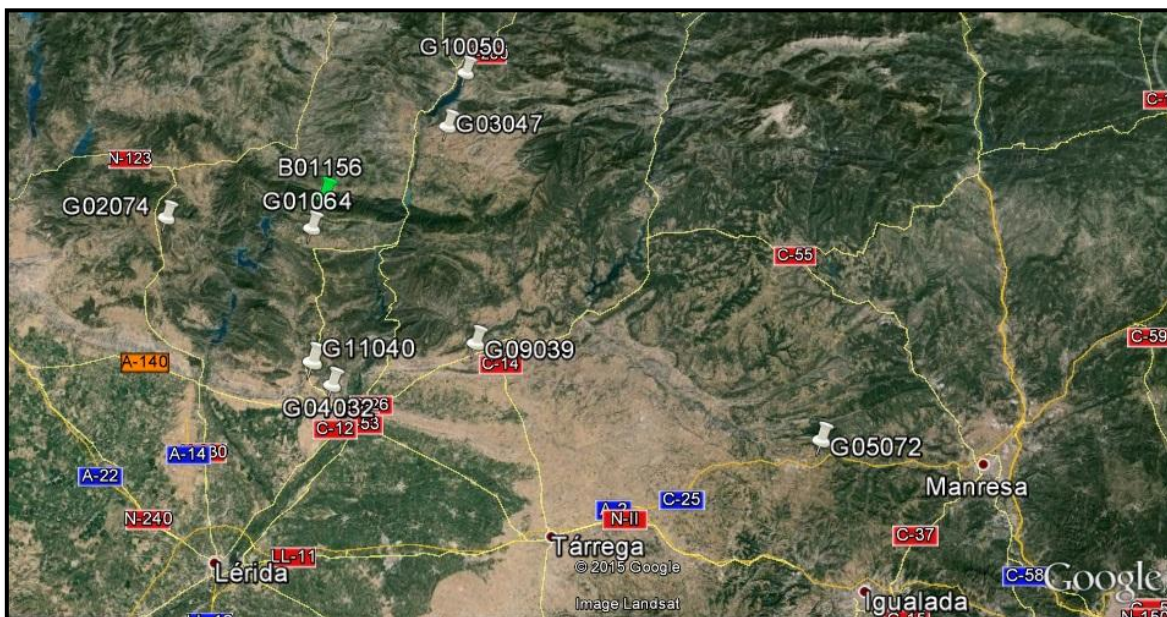
14. Maps of task area:



Flying Area



Turnpoints



Take Off and Goal Fields

15. Transport:

Pilots will be responsible for their own transport to launch and for their retrieve. The organization will assist pilots, as much as possible, to arrange vans for hire if needed and/or find local retrieve drivers. The organization will have cars for the staff and officials and, only in case of an emergency or an exception, shall these be used to transport pilots. Pilots and/or Team Leaders will be responsible for sending the reportback message to the organization; it can be done either in person at goal or HQ or via SMS.

16. Rescue / Medical Services:

There will be medical personnel or a doctor on launch and most likely at goal too, because most goal fields are nearby places with rescue services deployment points; details on this matter shall be confirmed in a future date. Immediate rescue services in Catalonia are run by the Corps of Catalonian Professional Fire Fighters *Bombers de la Generalitat*, that have skilled personnel, ambulances and a helicopter available. Response is very quick and efficient with the possibility of a direct transfer to the *Hospital Vall d'Hebron* in Barcelona, if needed. Based on previous experiences and research, since we have not had many accidents in the area, in most places the ambulance is able to arrive within 5 minutes and the helicopter within 20 minutes.

17. Liaison with Police, Military and Public Services:

The liaison between this organization and local authorities, including the Fire Fighters is very good and they are extremely familiar to HG and PG events in the area, since there are at least 2 or 3 Cat. 2 events scheduled in Àger every year. We will work hard to make this liaison even better for this event. As far as Military Services, there has never been a real interaction regarding HG and PG events. We expect to get assistance from the different areas as deemed necessary for the benefit of the pilots and guests. If required, we will update the CIVL Bureau in the future with further details.

18. Insurance:

Pilots will be required to have both Third Party and Medical insurance and present English written proof of it. Third Party Liability insurance shall cover up to 250,000€ and Medical Insurance shall include emergency rescue service and repatriation. The organization will study the possibility of having a temporary insurance available, in case some pilots may need it, but this may be difficult to achieve based on past experiences with the insurance companies; this will be confirmed in a future date.

19. Communications:

- i) **Radios:** 2m radios will be required for pilots and Team Leaders; preferably models that receive in 2 frequencies, in order to enhance safety. The frequencies shall be worked out with the organization and Safety Director.
- ii) **Live Trackers:** The organization needs to study which option will be better (working with trackers or cell phones) and shall announce this in time.
- iii) **Cell Phone Coverage:** Mobile coverage is quite good throughout the area with Movistar, Orange and Vodafone providing the best coverage. We will either have information available on how and where to get SIM cards or, if possible, have them available for sale during registration. Of course, if we manage to get a sponsorship, we would be glad to hand out a SIM to every pilot and Team Leader. During the last years we have noticed that most pilots keep their original SIM card since roaming costs for SMS have been dropped mostly everywhere within Europe, call rates have been lowered and some companies even offer attractive travel packages.

20. Weather:

The area has typical mountain flying conditions with the advantage that the mountains are not very high (lower than the Alps, for instance) and the valleys are wide. The predominant winds are south to south-west; the maximum wind speed in which a task shall be flown is 40km/h taken on launch at man's height.

There are normal rotors created by wind and mountains, where pilots need to be conservative; otherwise there are no particular spots. The second half of July will offer the best conditions to hold such an event and the advantage of harvested fields for landing. The best time to start the tasks will be around 1:00 o'clock.

21. Meteorology:

There will be a daily forecast available for pilots and Team Leaders. We plan to rely on a different weather service websites such as XC Skies, the RASP Table for our area *Meteo Vol Lliure* (link [HERE](#)), the Catalan Weather Service *Meteo Cat* (link [HERE](#)), which includes Radar soundings, etc. Printed maps will be available for consultation at HQ and on launch. We have a couple of experienced weather forecasters and one of them will either be present at Àger or will send daily reports and communicate with the MD via phone. Throughout the day, when the weather requires it, the SD will monitor the situation with help of different resources.

22. Event Headquarters:

The HQ will be located at the Camping Àger; this facility has been used in the past and it works fine. It has WIFI for guests and a different one for the organizers; a separate room used for registration and track downloads; another room used for TL briefings. Downstairs there is a bar/restaurant where pilots and guests will have access to beverages and food plus a large screen TV where we will try to arrange live tracking. For the Safety Briefing, we will use a hall belonging to the Municipality which provides the required space and sound system for this briefing. There is an open area in the camping where pilots use to set up their gliders for checks or repairs. The organization has the computers, printers and other office supplies used during previous Cat. 2 events and will study what else may be needed to complement our equipment for the main 1 event.

23. Local Facilities:

Àger and the surrounding area have plenty of accommodation options covering all price ranges. In town we have a large campsite "Camping Àger", several houses and apartments for rent, a couple of hotels, some rural farms and a small hostel; moreover there are 2 large hotels 15 minutes away.

Food options area also varied with the Camping's restaurant, 2 main restaurants in town *Lo Poble* and *Casa Xalets*, plus many others within a driving distance of 5 to 15 minutes, including the "Les Avellanes" hotel & restaurant. There are small shops in town, including a bakery and grocery shops, plus big supermarkets and larger shops 30 minutes away in Balaguer or Tremp; car hire options could be in Lleida (45min) and even Barcelona; there is also an auto mechanic in town.

24. Media Coverage, Publicity, Sponsorship:

We will carry out a media coverage plan including contacts and meetings with several means (TV, radio, newspapers – printed and online) well before the event to make the necessary arrangements. As the event gets near we will have periodical press releases and during the event, these will be daily. Moreover, we are aware of the need of extra preparation with the media in order to have them understand more about our sport and attract them towards our event. In the past we have already successfully worked with several Catalan newspapers

and magazines (*El Segre, El Punt Avui, Hora Nova* and *Groc*) and radio stations (RAC 105); our aim is to enlarge our network and have broader coverage. We will offer filming opportunities and try hard to have video coverage as well.

We will most likely be able to set up the large TV screen at HG to watch the race via live tracking which will also be available online (worldwide); on launch and goal fields, we will accommodate spectators as well.

When we have the authorization and allocation of the event, we will begin closing some sponsorship deals and set up a plan for new sponsors; we expect to have several sponsors and/or partner for this event.

25. Competition Website:

The website will be in place well before the practice event, with the necessary changes and updates for the main event.

- *General Content:* Information on the town of Àger, including distance from major cities and short driving descriptions. This will include restaurants, shops, recreational activities, etc.
- *Visas and Vaccination Information*
- *Accommodation:* Location, contact information and links to the main accommodation facilities.
- *Transportation:* Information about car hire, retrieve services (van + driver), retrieve drivers, etc. Specific information for driving in Spain.
- *Flying Area:* General information about the flying area and access to launch and major fields.
- *Registration Page & Pilot List*
- *Payment Info*
- *Local Rules & S7A*
- *Links, Pictures, General Maps and Sponsors*
- *Results Page*

26. Finance and Sponsorship:

Besides the Pilot Entry Fees, we will get support from the Àger Municipality, the Camping Àger and through them we will apply for a grant from the regional government "Diputació de Lleida". Moreover, we have begun researching about the Catalan Tourism Association that also supports many events and the Ministry of Sport. Lastly, we will look for private sponsors and partners. The pilot entry fees should cover around 75 percent of the costs; a rough outline of the budget is to be found as Appendix A.

27. Visas, Vaccinations:

Visa information for Spain is to be found in the Ministry for Foreign Affairs website (for general information use [THIS](#) link and find list of countries that do and don't require a visa [HERE](#)). Most European countries do not require visa and many non-European countries either. A visa takes about 2 weeks to get. Note that, for some countries (ALB, BIH, MKD, MNE and SRB), biometric passports are required for entry.

There are no mandatory vaccines required for travelling to Spain. The Center for Disease Control and Prevention – CDC located in Atlanta (USA), has a website with relevant vaccination and health issues related to travelling; for their detailed information about travelling to Spain, use [THIS](#) link.

28. Early arrivals:

Pilots may arrive to Àger early before the competitions (practice and main event) and no special arrangements are necessary. The facilities will be available and the road open; keep

in mind that until early July, many of the fields may not yet be harvested, limiting the out-landing possibilities. We strongly recommend pilots to avoid damaging any crops or to be disrespectful because this an important agricultural area and any problems may jeopardize our ability to take advantage of this fantastic location.

29. Customs & Equipment Importation:

Since Spain is part of the EU, there is hardly ever any entry control when coming into the country by car; however, we will send an official letter in Spanish to the teams for them to carry during their travel. The likelihood of any pilot having to deal with customs of temporary imports is very narrow; we will be in contact with Class V pilots coming from outside Europe in case further assistance is needed. We have not contacted any ports of entry so far, since it is not yet necessary.

30. Additional Information to Support the Bid:

Regarding the main officials list, where we have written "tba", we chose not to fill out any names for the time being because we know enough people in this sport and are sure to be able to find the most suitable people to help us out. Moreover, we did not want to rush this important process or the decisions and believe it is best to study the possible candidates to be able to make them a real offer, once the project has been granted to us. We would present an update to the Bureau as soon as we make progress.

This organization has very clear concepts and ideas on what should a Category 1 event be and will certainly invest all the time and effort needed to make sure it will meet the required standards.



Claudia Mejia de la Pava
Event Organizer

December 21st 2015.



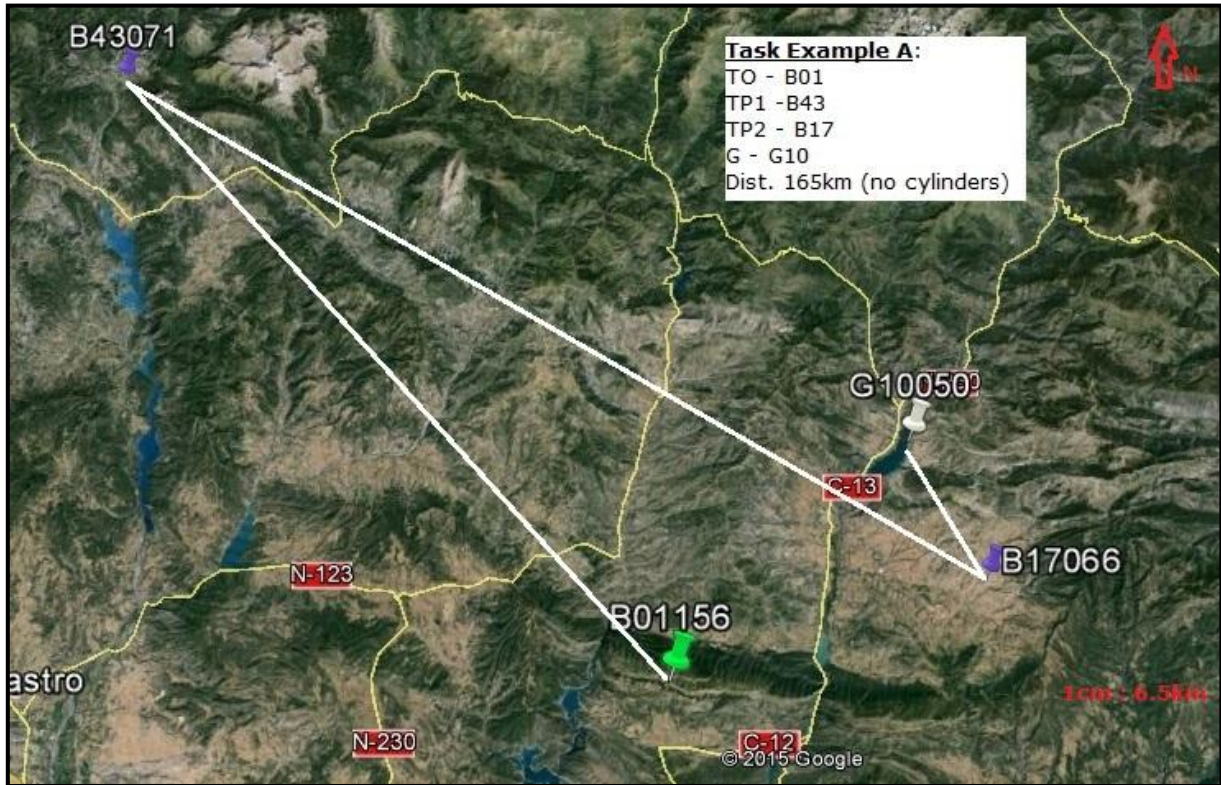
Appendix A: Budget

EXPENDITURE	HG	NOTES
PREPARATION (over 2 years)	5,500 €	
Administration, post & bank charges, stationery	2,000 €	Includes bank transfer fees, accountant charges, etc.
Travel expenses for organisers, volunteers	2,000 €	Meetings with co-financiers, suppliers, airspace or other authorities, etc.
Setting up & maintaining website	1,500 €	Including logo design, hosting, etc.
COMPETITION	52,120 €	
FAI Sanction Fee	5,120 €	No of pilots x 3.2€ x no of comp. days: Maximum limit of 5120€
FAI Officials (5): Travel, accommodation, meals, daily allowance, car rental	10,000 €	Allow for 2-3 days more than no of comp. days: 500€each travel; 80/day each food & lodging; 10/day x 3 jury allowance; 2 cars x 2 weeks rental
Rental of suitable HQ building/rooms/marquee for briefings (180 people+), meeting rooms, scoring room etc.	5,000 €	Local town may offer free use of suitably sized and furnished building.
Rental/buy IT & equipment for HQ, launch, goalfields	4,000 €	Consider IT requirements, computers, software, printers & wifi, phones/mobiles, noticeboards, giant screens etc. Could be much more if live tracking used, for example.
Road, airspace, turnpoint maps for pilots, team leaders & HQ	1,500 €	Design/artwork & print costs, consider several large examples for HQ and Launch
T-shirts	2,000 €	Count in pilots, team leaders, drivers, staff, volunteers, press, VIPs, sponsors
Trophies, day prizes, gifts for pilots	1,000 €	FAI medals & diplomas provided by FAI free of charge. Consider trophies, champagne, local souvenirs/produce. Local region may provide some
Transport	3,000 €	Transport for staff, press, VIPs, reimburse fuel for volunteers
Medical services (doctor, paramedic, ambulance etc)	5,000 €	Wholly dependent on what is available or can be negotiated locally
Option: Rental & cleaning of portable toilets	1,500 €	
Option: Weather forecasting	2,000 €	Wholly dependent on what is available or can be negotiated locally
Option: packed lunches or snack/water for pilots/TLs	7,000 €	Allow 3€/flying day/person
Contingency	5,000 €	Improvements to launch, equipment purchase/rental, insurance, extra personnel, Live Trackers rental
PERSONNEL	18,000 €	
Fees for Meet Director, Safety Director, Event organiser, Launch Marshal, Scorer etc.	10,000 €	Increasingly common that key personnel are remunerated for these positions of high responsibility, skill and experience. May also need to cover travel and
Food/expenses for organisers, staff, volunteers, helpers 15 days	8,000 €	Even if all staff are volunteers, it is usual to provide some food, camping fees, T-shirt, reimburse fuel for own transport, etc.
CEREMONIES & SOCIAL EVENTS	8,000 €	
Opening & Closing Ceremonies	6,000 €	Buffet for 200+ people, music/entertainment, flags, decorations.
Other social events (B-BQ, live music evening, etc.)	2,000 €	According to budget. Local sponsorship may be possible.
MEDIA & PROMOTION	27,000 €	
PR or Press person/services prior to & during event	3,000 €	Local tourist office or local authority people may help. Should have someone handling press during the event.
Official blogger, photographer, video cameraman, film maker	3,000 €	Writing task reports, press releases, providing photos or video footage to news agencies, web tv etc.
Option: Film of the event for promotion of sport, region etc	15,000 €	Making a film for promotional purposes could cost at least 15,000€. See also FAI rules on media rights.
Promotional items: stickers, pens, mugs, postcards etc	1,000 €	According to budget.
Press hospitality, local media coverage, souvenir programme, newsletters, advertising etc	5,000 €	According to need. Grants from local authorities often dependent on seeing a 'return', promoting the sport, tourism etc.
TOTAL EXPENDITURE	110,620 €	
PROJECTED INCOME		
Pilot fees	60,000 €	
Team leader fees	2,250 €	based on previous Cat. 1s, we foresee 10 TLs
Grant from local/host town	10,000 €	
Grant from county or region	15,000 €	
Grant from government sport department or similar	5,000 €	
Grant from national Federation or NAC		
Sales of promotional items, productising	3,500 €	See FAI rules on promotion & media rights
Sponsorship	15,000 €	See FAI rules on sponsorship
TOTAL INCOME	110,750.00 €	

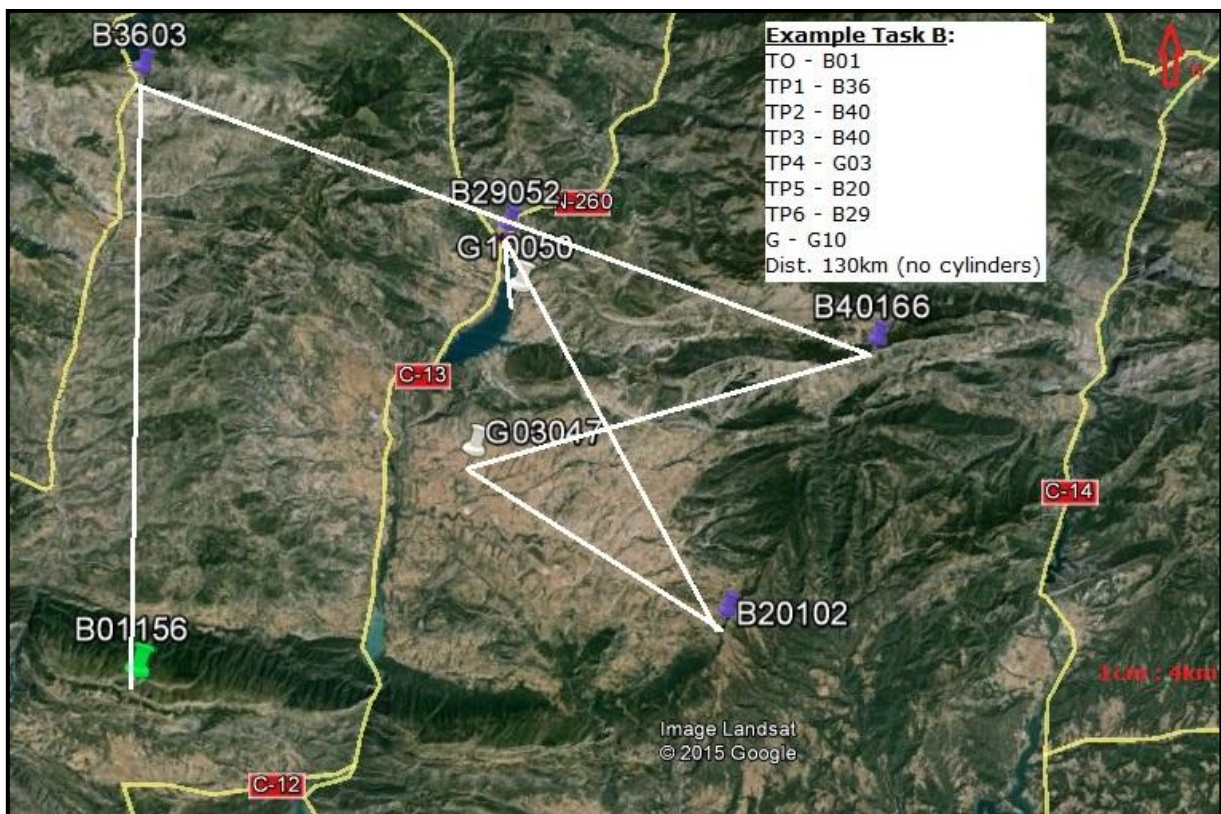
Appendix B: Examples of Tasks

We have taken examples from tasks used in the most recent competitions, taking into consideration the different conditions we have encountered:

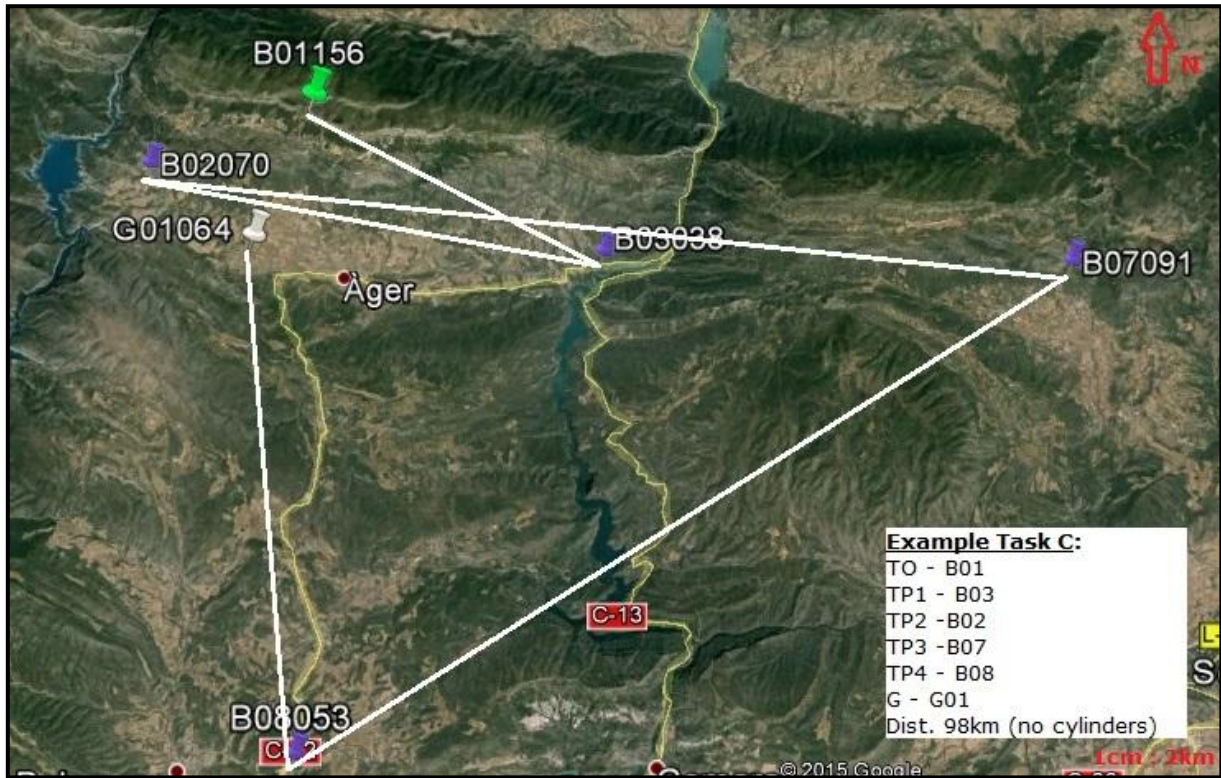
Example A



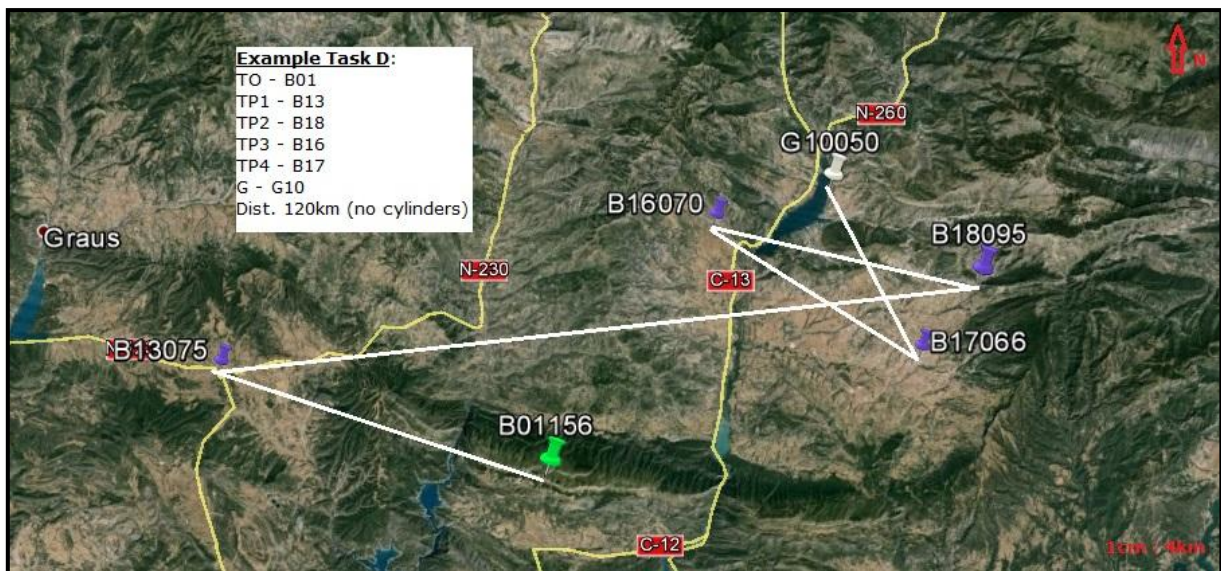
Example B



Example C



Example D



Note:

These examples do not have start gate or turnpoint cylinders and the distances are approximate; however, they are very close to what turns out once FS is programmed.

Appendix C: Goal Fields - Detail

G01 – Agullò.

This is the bombout LZ, but also the closest goal field to Àger and it is used quite often. It is 4km away and it takes 5 minutes to get there.



G03 – Suterranya

This is the second most commonly used goal. It is very close to the town of Tremp. It is 37km from Àger and it takes about half an hour to get there.



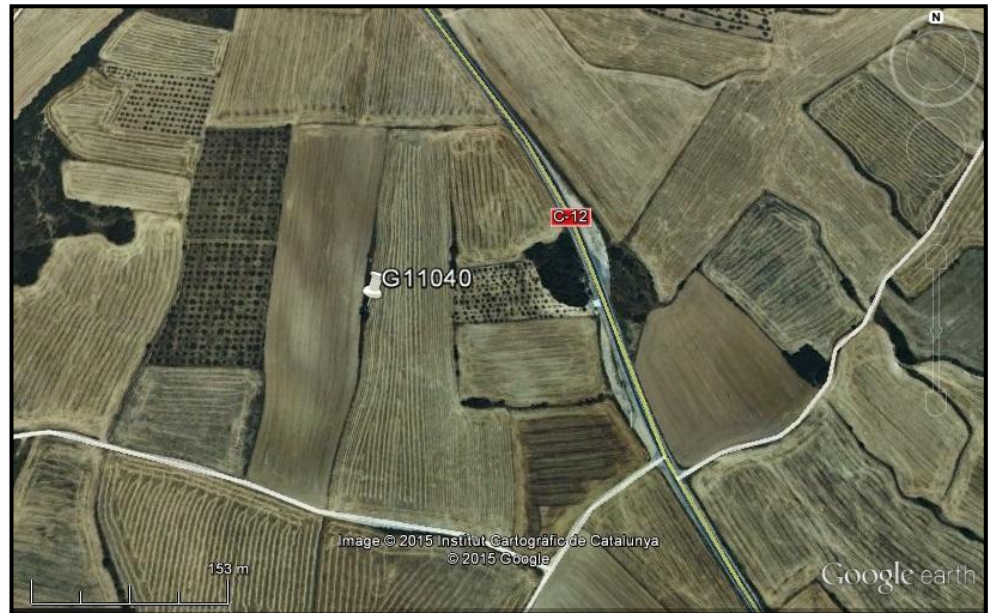
G10 – La Pobla

This goal field is very attractive with the lake nearby with an easy access. It is 46 km away from Àger and it takes 40 minutes to get there.



G11 – Avellanes

It is located to the south of Àger and has an easy access. It is 25km from Àger and it takes 20min to get there.



G04 – Balaguer

It is further south, just on the outskirts of Balaguer, about 28km from Àger, a 25 minute drive.



G09 – Foradada

It is about 50km away and it takes about 45 minutes to get there. It was introduced for the 2010 HG Euros and it works really well.



G05 – Calaf

This is a very well known field used especially when we get strong north or north-westerly wind. It is a 1.5 hour and 110km drive on good paved roads.



G06 – Alp

This aerodrome is the furthest field we have and we do not use it very often; however it is an excellent option. It also has a bar and it is possible to get spectators. It takes 2.5 hours to drive the 175km.



G02 – Benabarre

This is the field we use the least, but we would still like to keep our options open therefore we will have it in our waypoint list. It is 70km away and it takes about 55 minutes to get to Àger.



Appendix D: NAC's Letter of Authorization



To: **Stéphane Malbos**
CIVL President
CIVL Bureau and CIVL Delegates

Madrid, 21st December 2015

Subject: NAC Authorization - 2018 Class I European and Class V World Championships

The Spanish NAC, the Royal Spanish Aeronautical Federation, hereby authorizes the Hang Gliding Club "Termik-Ando" in their presentation of the bid to organize the next European Class I and World Class V Championships in Àger (Lleida, Spain) in 2018, with the practice event in 2017. Termik-Ando and its team have experience to organize such an important event and we approve and support their initiative.

Sincerely,

A blue ink signature of Manuel Roca Viaña is written over a circular blue stamp. The stamp contains the text 'FEDERACIÓN AERONÁUTICA ESPAÑOLA' around the perimeter and 'FAE' in the center.

Manuel Roca Viaña
President

Appendix E: Àger Municipality's Letter of Support



AJUNTAMENT D'ÀGER

25691 ÀGER
La Noguera - Lleida

 AJUNTAMENT D'ÀGER	
Num. Entrada	Num. Sortida
—	577
Data: 22/12/15	

Àger December 17th 2015.

To
Stéphane Malbos
CIVL President
CIVL Bureau and CIVL Delegates

Subject: Support for the 2018 Class I European and Class V World Championships

The Town Hall of Àger would like to confirm that Claudia Mejia de la Pava, representing the Hang Gliding Club "CE Termik-Ando", has contacted us and presented the project proposal for organizing the next European Class I and World Class V Championships in 2018 with the practice event in 2017. We were very pleased to hear about this initiative and hope to be able to host, once again, an FAI Category 1 Event in Àger.

In case the event is assigned to us, we will support the "CE Termik-Ando" in every possible way to guarantee the required standards for such an important event.

Sincerely,



Lluís Ardiaca Montardit

Alcalde