



Bid to host the 4th FAI Panamerican Paragliding Championship

1. Name

4rd FAI Pan-American Paragliding Championship

2. Location

Guayaquil, Ecuador

3. Dates

October 31 to November 7, 2020

4. Competition allowing the organiser to bid

2017 World Cup in Guayaquil Bototillo.

5. Local organiser

Escuela ParaVolar Ecuador.and Grupo Viennatone S.A

6. Sporting Power

Club de Aeromodelismo Quito

7. Detailed Schedule of Championship

GENERAL SCHEDULE

- Saturday October 31st, 2020

09:00 – 14:30 Mandatory Training Task

15:30 to 16:30 Opening ceremony: Official Landing Terranostra Kilometro 13 vía a la costa

17:00 - 20:00 Registration HQ

20:00 Mandatory safety Briefing HQ

- November 1st – 7th, 2020

Championship flying days

- Saturday, November 7, 2020

19:00 Prize-Giving and Closing Ceremony:

SCHEDULE DAY

07:00 - Headquarters open

07:30 - Protest result deadline

08:00 - Transport to take-off

10:20 - Meet Director / Task and Safety Committee meetings

10:40 - Pilots briefing / Task definition

12:00 - Take-off window opens

16:00 - Scoring office opens at the main Headquarter

18:00 - Safe landing report deadline

20:00 - Scoring office closes

21:00 - Provisional results

22:00 - Complaints deadline or 1 hour after 1st provisional results

PILOTS DINNER November 4th

20:30 Dinner for all the pilots

CLOSING CEREMONY November 7th

20:30 Prizes Ceremony: Palacio de Cristal Malecón 2000

8. Organisers, Directors and Key Officials

- Organisation/Event Director. Bruno Ullauri: Paragliding Pilot for around 10 years, have organized many national competitions in Ecuador. He speaks Spanish and English,
- Meet Director. Byron Coronel: Paragliding pilot for 15 years. Was the director for the PWC hosted in Guayaquil, Ecuador on 2017. He speaks Spanish and English.
- Safety Director. Juan Carlos Morán: Well-known paragliding Pilot for 20 years, has won plenty international competitions. He also speaks Spanish and English.
- Meteorologist. Josue Coronel: Paragliding Pilot has won some competitions in Ecuador and Colombia. Has been flying for 8 years. Speaks Fluently English and Spanish.
- Launch (or drop) Marshal. Bryan Carrera. Paragliding Pilot been flying for 10 years. Speaks Fluently English and Spanish.
- Scorer. Luis Fernando Paredes Vallejo. Has been encharged of the scores for around 10 years. He is alsoa very good pilot. Speaks English and Spanish.
- Live Tracking Manager. Carlos Melendres. Paragliding Pilot for 5 years.
- Goal Marshal. Santiago Perez. One of the Ecuadorian oldest paragliding Pilots.

9. CIVL Coordinator, Steward, Judges, Jurors

- At the time of the bid, the CIVL Coordinator will be the CIVL President or the appropriate Committee Chairperson. If the bid is accepted, the Coordinator will be the CIVL Steward as soon as he is appointed.
- The CIVL Jurors will be appointed in due time by the CIVL Bureau.

10. Pilots Entry

150 Pilots is the maximum number of pilots allowed. The conditions of the site are good enough for 150 people to fly here.

11. Entry Fee

- For Pilots: 220.00 Euro
- For Teams Leaders and Assistants. 110.00 Euro
- What is included in Entry Fee.
 - Transportation from the HQ to Take off and retrieval service all 7 completion days.
 - A map of the area with all necessary documentation.
 - Competition Souvenir
 - Launch Packet
 - Social events during competition
 - Security and Retrieve during competition.

12. Test Event

- Dates of Test Event. October 26th – November 2nd 2019
- Open Selection.
- Entry fee for Pilots 200.00 Euros
- Teams Leaders and Assistants. 100.00 Euros.
- What is included in Entry Fee. (see 11. above)
 - Transportation from the HQ to Take off and retrieval service all 7 completion days.
 - A map of the area with all necessary documentation.
 - Competition Souvenir
 - Launch Packet
 - Social events during competition
 - Security and Retrieve during competition

13. Launch sites

For each site, list:

- Take-off direction(s). Kilometro 13 1/2 Km via la Costa, Urbanización Terranostra.
- Height above valley. 325m.
- Configuration, surface, size of take-offs and rigging/preparation areas.
 - Surface: Artificial Grass
 - Take Off Size: 500m²
 - Rigging/preparation areas: 600m²
- Number of ramps: 2
- Hazards (cables, pylons, trees, etc.): No power lines, no cables or any other hazards.

- Facilities (car park, shelter/shade, water, refreshments, toilets, etc.). There is a small space for parking official and visitors' cars. Around 10 cars. There's 4 toilets for those who want to use them. A place for the briefing design for pilots to stay under a shade.

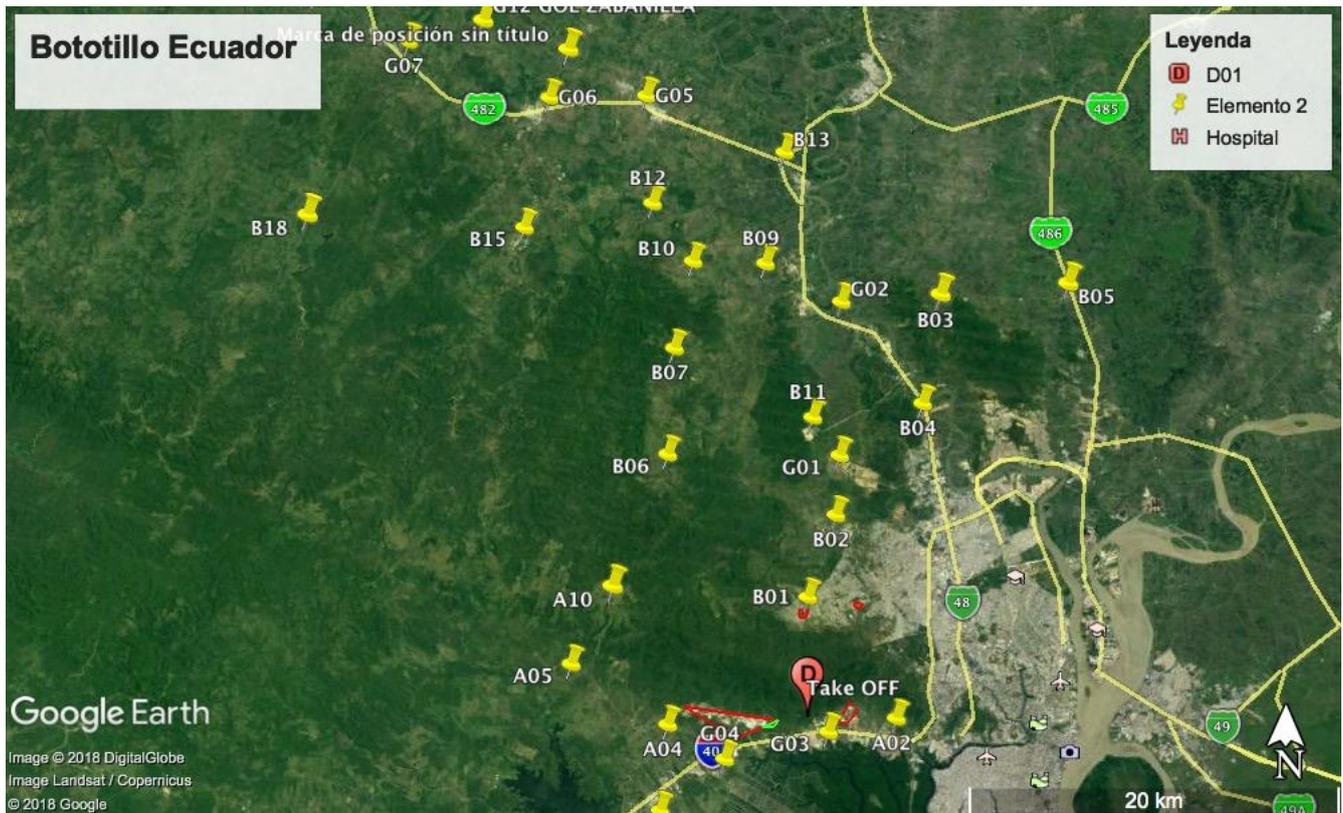
14. Distance/access to launch site(s)

- Road access:
Organisers trucks and 4-wheel drive vehicles.
- Cable car or mountain railway to take-off area? Only Road Access
- Parking available part way up? No parking available part way up.
- Organiser transport arrangements to sites. Pilots should use organization transportation in order to get to take-off. Is the easiest way to do it.

15. Task flying area

- Type and suitability of terrain. Growing fields and livestock area. Suitable for landing.
- Unlandable and built up areas difficult to avoid. There is an unlandable area located 3km away from take off, which
- Suitable goal landing fields and height AMSL. Around ten different suitable landings with no power lines, no cables or any other hazards. All of them are 30 meters AMSL.
- Suitable 'bomb-out'. Suitable places to land when "bomb-out".
- Local road quality for retrieves, road traffic problems. No retrieval problems, perfect local road quality.
- Any prohibited flying or landing areas. All areas are suitable for flying, there are just two places where landing is prohibited and they are located 3km away from take off.
- Include a map or a link to an online map showing airspace, turnpoints, major features, typical tasks (see Annexe A).

Typical tasks: <https://airtribune.com/campeonato-nacional-ecuador-2018/results>



16. Airspace

- Free to what height above take-off and task flying areas? 2500 meters above take off.
- What limitations? Restricted/prohibited areas? No limitations on flying areas.
- What permission or exclusions required? How likely to be granted? We only need one permission that is given by the Civil Aeronautic Direction and is always granted

- Frontier crossing arrangements? None.

17. Weather

- Details of any sites prone to low clouds, possibility of wave or foehn, best time of day for thermal upslope, possibility of residual lift late in the afternoon, known turbulence areas. Best time of the day for thermal upslope is between 11am to 3pm and between 3pm to 5pm there is also a possibility of lifting. No turbulence zones.
- Weather data and type of conditions to expect during the period selected for the event. During the period of the event we expect nice weather conditions. Cloud base should be around 1600m AMSL. Average thermals +3+4 m/s. It's a place where many local competitions were held in that period.
- Recommended maximum wind speed: on launch and for task flying. On launch: 25km/h and 30km/h for task flying.

18. Meteorology

- What arrangements will be in place for daily forecasts during the event and the relevant experience of the forecaster. Local forecast station will be giving information about the weather constantly.
- Details of satellite weather monitoring, most reliable web resources for forecasts, automatic wind station monitoring, webcams, etc.
https://www.meteoblue.com/es/tiempo/pronostico/semana/quayaquil_ecuador_3657509
<https://www.windguru.cz/53>
<https://es.windfinder.com/#3/49.5042/9.5421>

19. Transport

- Details of transport provided to launch, organisation vehicles, vehicles to be provided by competitors, etc.
Eight 4x4 trucks, two buses for retrieve and two 12 people Vans.
- How retrieve/check-in will be organised. There is going to be a designated person in HQ who is going to be in charge of checking which pilot has been retrieved. We are managing the process to have each pilot to fly with their own live tracking system.

20. Safety issues

In general:

- Local meteorological conditions (areas of rotor, strong valley winds, etc.) or local terrain features (pylons). Local conditions are constant and stable around all the flying site. No Rotor Areas.
- Task setting/task style/scoring ideas to compensate. Average tasks are around 60km and we are going to use a FTV 20%.
- Comments on pilot qualifications/skill levels required. Flying zone requires an intermediate – high pilot level.
- Details of any fatalities or serious accidents on the site or in the task flying area in the past 5 years. In the past 5 years we haven't had any serious accident.

21. Rescue/Medical Services

- Information on experience of on-site doctor/paramedic, first aid arrangements, medical first response in tasks area. Intervention rescue with doctors and paramedics from local police.
- Helicopter availability including response times. 10 minutes response time for an emergency helicopter.
- Helicopter landing space for each site. There's plenty of space for a helicopter to land on each site.

22. Safety Management Plan

There is going to be a person in charge of pilot safety, rescue in case of an accident, he will also be in charge of the ambulance and helicopter assistance and managing each insurance pilot process.

The event organization will also be constantly in touch with the firefighter and the red cross nearest stations

23. Transmissions

- Radios: details including any restriction on frequencies or types of radio, particularly 2m, and any licence requirements. No licence requirements and the man radio frequencies we use are:
Flying freq: 145.420
Retrieve freq: 145.900
- Mobile/Cell Phone Coverage: availability of local SIM cards. Details of best network coverage within the competition area. Cellular coverage around all areas.

24. Liaison with police, military, public services

- Their familiarity with this type of event. Past experience? Assistance expected? Police, military and public services are already familiarized with this type of events, all of them willing to help in every single possible way.

25. Insurance

- Insurance requirements pilots will be required to provide (third party, personal, repatriation...). Name of the insurance company, personal details and insurance accident and repatriation coverage.
- Detail of what will be available to be purchased on site. The competition will offer local insurance for those who need it.
- Details of Organisers' Liability cover for the event (including public liability and CIVL officials). Our liability insurance covers the legal costs and expenses incurred in your defence, as well as any damages and costs that may be awarded, if you are alleged to have injured another person (who is not one of your employees) or damaged their property whilst going about your business.

26. Event Headquarters

- Location and size of rooms for briefings, registration, equipment checks. The name of headquarters are Urdesa Suits Hotel and is located at: Balsamos Sur 421 y Ebanos. Each room is about 60m2 with A/C and every accommodation for the pilots to feel comfortable.
- Office facilities: AV equipment, office equipment, communication systems (phones, wifi, etc.). The HQ office has high speed internet, AV Equipment and all communication systems.
- Internet access available for Officials. YES
- Internet access available for competitors. YES

27. Local facilities

- General outline of availability and average prices of hotels, camping sites, apartments and other accommodation. Average prices of hotels: \$35 per night. There are many camping sites and a lot of renting apartments.
- Proximity from event HQ of: car hire, shops, restaurants/bars, repair facilities, etc. HQ are located in the center of the city of Guayquil, pilots can find many places for car hiring, restaurants, bars, shops, etc.

28. Competition website

- Outline of the anticipated website design/content, which should be the main means of disseminating information about the championship.
<https://www.paravolarecuador.com/>
- Confirm that this will be in place prior to the test event, and updated prior to the main event, with all relevant information, at least 6 months before the start of the event.
Yes.
- An interactive online registration and payment facility is desirable.
Yes

29. Visas, Vaccinations

- Will any FAI member be refused entry to the country? No
- Details of visas required for visitors from FAI member nations. There is no need of a visa to enter Ecuador.
- Details of any vaccinations recommended for competitors (or provide web addresses for information). None.

30. Early arrivals:

- State any date before which competitors should not arrive. None.

- Give details of arrangements for pilots if early arrival is possible (access to launch, etc.). They should rent a local transportation and contact local pilots.

31. Customs and equipment importation:

- Information on custom arrangements for temporary importation of gliders and other competition equipment. If necessary, customs at main entry points for the event should be informed of the nature of equipment that will accompany pilots. Each pilot is allowed to enter two paragliders and if they exceed this number they should declare what they are bringing.
- List entry points that have already been contacted or notified. No necessary to contact or notify any point, and in case of needed the organization itself will directly talk to them

32. Medals, etc.

Medals and diplomas will be provided for free by CIVL, but transportation and custom are paid by the organisers.

- State here if there are any other forms of recognition or prizes. Local prizes are also going to be given at the time of the ending ceremony.

33. Media coverage, merchandising

- Outline of plans to promote the event. The event is promoted on the web page, social network, international paragliding web pages, local tv sports new channels, radio and newspaper promotion.
- Media coverage planned before, during and after the event. Local TV will be posting updates about competition and daily updates with pictures will be posted as well on the competition web page.
- Facilities for spectators (virtual and physical). Only virtual facilities will be able for spectators. Since the take off is a natural reserve, only pilots will be allowed to go to the top of the mountain, there is a limited space for people from the organization to be there.
- Filming/video opportunities. Only at goal.

34. Sponsorship

- Secured or expected sponsors if any.

35. Finance

- Provide an outline budget (see Annexe C).

36. Any additional information in support of the bid:

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Name: Juan Carlos Moran
Position in Organisation: Safety Director
Date: 2019-01-08
Signed: JM

Annexe B – Support Documentation

1. Letter of support from the NAC or delegated entity.
2. Letter of information from the delegated entity to the NAC (if applicable).
3. Letter of support from the local authorities.
4. Map of the area.

Annexe C – Budget

See the Excel file.

https://www.fai.org/sites/default/files/civil/documents/cat_1_budget_annexe_c_-_v2018.xls

Items	Euros	Notes
PREPARATION (over 2 years)		
Administration, post & bank charges, stationery	1 000 €	Includes bank transfer fees, accountant charges, etc.
Travel expenses for organisers, volunteers	2 100 €	Meetings with co-financiers, suppliers, airspace or other authorities, etc.
Setting up & maintaining website	100 €	Including logo design, hosting, etc.
COMPETITION		
FAI Sanction Fee	338 €	See Section 7
FAI Officials (5): Travel, accommodation, meals, daily allowance, car rental	5 640 €	Allow for 2-3 days more than no of comp. days: 500each 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/target etc	500 €	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	100 €	Design/artwork & print costs, consider several large examples for HQ and Launch
Tshirts	1 200 €	Count in pilots, team leaders, drivers, staff, volunteers, press, VIPs, sponsors
Trophies, day prizes, gifts for pilots	360 €	FAI medals & diplomas provided by FAI free of charge. Consider trophies, champagne, local souvenirs/produce. Local region may provide some goodies, such as pens. Manufacturers may sponsor prizes
Transport	9 600 €	PG comp: transport normally included. Factor 3 buses and/or 6 minibuses. HG comp: transport for staff, press, VIPs, reimburse fuel for volunteers
Medical services (doctor, paramedic, ambulance etc)	500 €	Wholly dependent on what is available or can be negotiated locally
Option: Rental & cleaning of portable toilets	800 €	
Option: Weather forecasting (presentations, daily soundings etc)	50 €	Wholly dependent on what is available or can be negotiated locally
Option: packed lunches or snack/water for pilots/TLS	1 600 €	Allow 3€/flying day/person
Contingency	1 000 €	Improvements to launch, equipment purchase/rental, insurance, extra personnel, Live Trackers rental
PERSONNEL		
Fees for Meet Director, Safety Director, Event organiser, Launch Marshal, Scorer etc.	2 800 €	Increasingly common that key personnel are remunerated for these positions of high responsibility, skill and experience. May also need to cover travel and accommodation/food expenses
Food/expenses for organisers, staff, volunteers, helpers 15 days	840 €	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		
Opening & Closing Ceremonies	2 400 €	Buffet for 200+ people, music/entertainment, flags, decorations. This is a suggested minimum.
Other social events (bbq, live music evening etc)	1 800 €	According to budget. Local sponsorship may be possible.
MEDIA & PROMOTION		
PR or Press person/services prior to & during event	300 €	Local tourist office or local authority people may help. Should have someone handling press during the event.
Official blogger, photographer, video cameraman, film maker	500 €	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	700 €	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	200 €	According to budget.
Press hospitality, local media coverage, souvenir programme, newsletters, advertising etc	150 €	According to need. Grants from local authorities often dependent on seeing a 'return', promoting the sport, tourism etc.
TOTAL EXPENDITURE	39 578 €	

PROJECTED INCOME

Items	Euros	Notes
Pilot fees	20 000 €	
Team leader fees	1 000 €	
Grant from local/host town	2 000 €	
Grant from county or region		
Grant from government sport department or similar	8 000 €	
Grant from national Federation or NAC	6 000 €	
Sales of promotional items, productising		
Sponsorship	14 000 €	
TOTAL INCOME	51 000 €	



Club de Aeromodelismo Quito
vía Guayllabamba - Puéllaro
frente al parque Jerusalén
clubaeromodelismo_quito@hotmail.com

January 11, 2019

FAI - Fédération Aéronautique Internationale
Maison du Sport International
Av. de Rhodanie 54
Switzerland

Dear FAI:

The Ecuadorian NAC, represented by Club de Aeromodelismo Quito, hereby grant Escuela Paravolar, with their representatives Juan Carlos Moran and Bruno Ullauri, the authorization to organize any process of the 4rd FAI Panamerican Paragliding Championship to be hosted on Guayaquil, Ecuador from October 31st to November 7th of 2020. As well we attached to this letter the budget and all the required documents to be presented to the CIVL Plenary.

The permission to process documents in my name starts on January 1st, 2019 and ends November 7th, 2020.

Sincerely,

Xavier Almeida
Club de Aeromodelismo Quito
Ecuador NAC