



(Championship logo will be re-designed)

The 3rd Asian Paragliding Championship 2012 Biding Form

Statement by Organiser:

Prior to submitting this bid we, the organisers, have considered the Checklist for Competition Organisers in Section 7 and provide the following information in support of our bid: **YES!**

- **Organisation:** Name of principle Event Organiser, organising company or club or official body/association, supporting bodies (technical, financial, administrative):**Error! Reference source not found.**

This Championship will be organized by Aero Sports Federation of China(ASFC) and Henan Provincial Government.

Supporting bodies are Henan Provincial Sports Bureau, Anyang municipal government and Linzhou Paragliding Club.

- **Dates of:**
 - a. Championship: **2012.05. 24 --06.02**
 - b. Practice event: **2011.05.24--06. 02**
- **Site(s).** Comments on suitability and history for competitions with up to 150 pilots, accessibility, availability, permissions for use:

This take-off site is suitability for competitors up to 130 pilots. The road to the site is very well paved. It has been used for more than 20 years. Many times of China national PG events,FAI 2nd Cat. Events, WPC events were held in the past. It should be reported to the aviation authorities when International PG event is going to be conducted in that area.



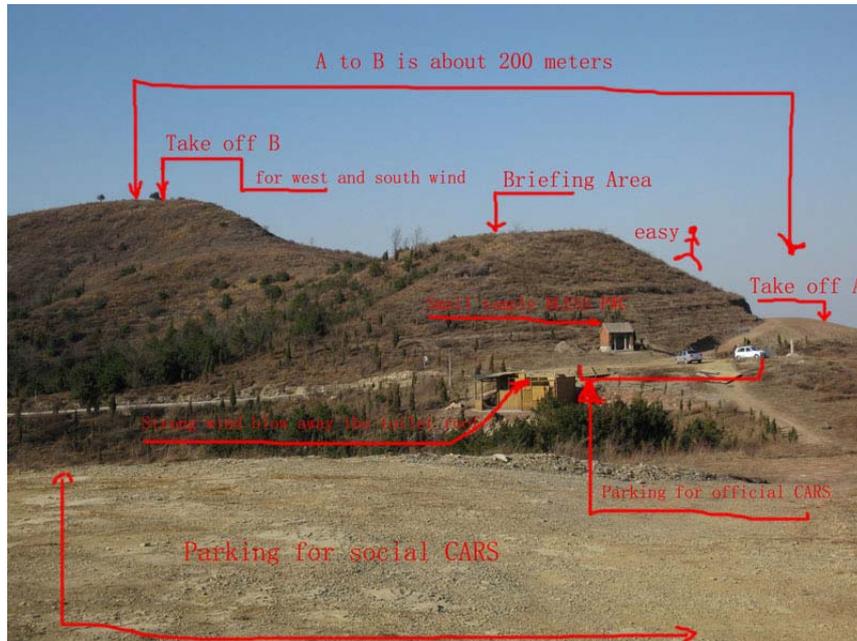
- **Site details:**

For Hill sites: List wind direction suitability, height above valley, configuration, surface, size of take-off area, number of ramps, enough rigging area, power wire and other hazards, helicopter landing space, car park, shelter and refreshment, toilets, telephone and Windssock:

The take-off is suitable for east wind, south east wind and north east wind. Other content can be found From the picture(s) of the site. Mobile phone signal is strong enough to make calls.



The above mentioned site is take off A. Another site, take off B, will be ready for the pre-championship in 2011. This site is suitable for any wind direction.



The take off(s) is about 820 meters from the valley. There is no power line or any other hazards around the place.

- **Distance/access**Error! Reference source not found. **to site(s).** Road access suitable for private cars or only 4-wheel drive vehicles or organiser's trucks, cable car or mountain railway to take-off area, parking available part way up for cars not going to top, organiser transport arrangements to sites:

The road to the take-off is very wellpaved and private cars can access easily. The organization will organize middle size buses or vans to drive pilots and their gliders to the take off and then these buses will be used to retrieve pilots.

- **Facilities at sites.** Details of **Error! Reference source not found.**shelter, refreshments, washrooms etc.

Error! Reference source not found.**Shelter, refreshments areas have been used for many years. The washroom for both man and women is newly built in 2010.**



- **Task flying area** Error! Reference source not found.. Type and suitability of terrain. Unlandable and built up areas difficult to avoid, local road quality for retrieves, road traffic problems, any prohibited flying or landing areas suitable goal landing fields and height AMSL, target location (Accuracy & Aerobatics):
These items will be printed on the flying map and some special items will be announced at the first briefing and safety meeting of the event.



The task flying area is along the ridge of the mountain and the flat area. There are some power lines in the flat area. This will be informed at the first briefing. If there is any restricted area, it will be marked on the task map.



- **Airspace above launch**Error! Reference source not found.. Free or available above take-off and task flying areas with the following limitations:

The airspace of the flying area during the championship should be reported to the aviation authorities.

The air space above the launch is 3000meters limitation. But if there is special notification, flying higher than the limitation is allowed.

- **Airspace and Other Restrictions.** Any prohibited areas, restricted access areas, frontier crossing arrangements within the competition area:

These items will be printed on the flying map and some special items will be announced at the first briefing and safety meeting of the event.

- **Maps of task area.** Details of scale and availability:

The scale of the map used for flying is 1:100,000.



- **Site Safety Record.** Details of any fatalities or serious accidents on the site or in the task flying area in the past 5 years or confirmation that there have been none. Any other comments on safety.

There was no fatal or serious accidents happened on this take off since it was used. But as the cliff is not far from the end of the slope of the take off, so, pilots must pay closely attention to the wind direction when taking off.

- **RescueError! Reference source not found./Medical Services.** Information on experience of event doctor, first aid arrangements, medical first response in task area, helicopter availability including response times:

Local government will organize the best and experienced doctors and rescue team for event. The helicopter and the medical team will be in position at the quickest time when there is any accident happens within the task area.

The ambulances will be one at the take off, one at the bottom of the mountain, one the landing place.

The expected response time of the helicopter is about 40 minutes. This will be the time the rescue team to save the pilot who had accident.

There are some hospitals in the Linzhou city. But the local government will appoint the one or two best hospitals to be the event official hospital. These hospitals possess very good medical equipment, skillful doctors with good service.

- **Liaison with police, military, public services:**

The local government will very well organize public services for the international event. Local police units will be involved in the traffic, security and other duties during the Championship. Military, the local air force, will join some of the ceremonies invited by the event organization.

- **InsuranceError! Reference source not found..** Details of Organisers' Liability cover and that required for competitors, which must include public liability. Insurance requirements pilots will be required to provide, and what will be available to purchased on site:

Event organizer will purchase third party insurance for the whole event(including pilots).

The pilots must bring their own insurance for accident and equipment. It should cover their losses when there is any accident happen.

The organizers will not offer any insurance except the third party insurance.

- **RadioError! Reference source not found..** Details of permission to use, including any restriction on frequencies or types of radio, particularly 2m and any licence requirements:

If there is any restrictions on frequencies or types of radio, we will publish the information on the local regulation or event bulletins.

2m radio is allowed to use at the flying area. 400MHz radio at amateur band is also allowed to use.

- **Mobile/Cell 'Phone Coverage.** Details of coverage within the competition area: **It is all covered by the mobile signal within the flying area.**

- **Weather.** Details of any sites prone to low cloud, possibility of wave or fohn, best time of day for thermals from slope, possibility of residual lift late in afternoon, known turbulence areas and type of conditions plus recommended maximum wind speed for task flying.

During the event, there will be no low cloud and hot air wave at the take off. The best thermal time of the day is from 10:30 to 3:00PM, the late afternoon residual lift will be around 5:30. The maximum wind speed for task flying will be 6 -7m/s. The turbulence area and type condition will be announced by the flying task at the task briefing.

- **MeteorologyError! Reference source not found..** Data on period of best weather, what arrangements will be in place for forecasts during the event and the relevant experience of the forecaster. Details of Satellite weather monitoring.

Meteorology information will be provided in the bulletin. Real weather report data will be published in the hotel and the take off. Experienced forecaster will be available from the local meteorology bureau.

- **Event HeadquartersError! Reference source not found..** Location, size, briefing rooms, presentation equipment, office equipment, communication equipment, (phones, wifi, etc) . Facilities &, internet access available for competitors:

The event organizer will prepare all above mentioned items at the headquarters. The official hotel rooms are equipped with internet cable slot. Wifi and free internet access for competitors can be easily set up at the special area in the hotel.



- **Local facilities.** General outline of availability and average prices of hotels, camping sites, and other accommodation. Proximity from Comp HQ of: car hire, shops, repair facilities etc:

There are many kind of hotels in the event city with different price. Super markets, shops and restaurants are very easy to find. The event organizer will use one of the hotel as HQ hotel.





The hotel price is about 150RMB/room/night(not include breakfast). Standard room with two single beds and single room with one double bed are available.

The food price varies. 20RMB to 50RMB for breakfast and dinner are normal at the local restaurants.

- **Transport & Retrieves**Error! Reference source not found.. Details of arrangements, organisation vehicles, vehicles to be provided by competitors etc. Also retrieve/check-in communication arrangements (mobile phones, tracking systems etc):

20 seats buses or 9 seats vans will be used for taking pilots to take off and retrieves. English speaking volunteers with radio on every bus will be arranged during the retrieves.

- **Director and key officials.** Include brief note on qualifications, experience, languages, etc:

Organization Director(**Executive**):

Wang Yongli :

China CIVL Delegate

1997 World Cup meet director

2002 Pre-World Cup chief organizer

2004 China Paragliding Open chief organizer

2009 Pre-World Cup chief organizer

2010 World Cup organization director

Meet Director: **HAN Zhaofang:** 1996 attending CIVL plenary meeting

1997 World Cup Safty director

2002 Pre-World Cup organizer

2004 China Paragliding Open organizer

2009 Pre-World Cup organizer

2010 World Cup meet director

Safety Director: **Zhang Wei:** 2002 Pre-World Cup contest director assistant

2004 China Paragliding Open safety director

2009 Pre-World Cup contest director

2010 World Cup contest director assistant

Chief Launch Marshal: **Yuan Linchao:**
Local paragliding club owner
Launch marshal in all international events

Chief Goal Marshal: **Zhao Meiyuan:**
Beijing Superwing paragliding club owner
Many years experience as a goal marshal

Meteorologist: **Staff from the local meteorology bureau**

Scorer: **China pilot with good experience of PG scoring and speak English, plus invited international experts**

Others: **Chen Guangyu: Retrieve marshal**
Very experienced local club instructor and pilot

- **Finance and sponsorship.** Give outline budget in Annex A Part 2. But note here primary sources of finance (local, government, sports authorities, NAC, sponsorship etc):

In order to conduct the event smoothly, the Anyang municipal government will provide the overall budget for the Championship and pre-championship. The agreement or contract of conducting the Championship between ASFC and local government has been signed, the finance for the Championship will be in position step by step according to the requirement of the preparation.

If the local government can get sponsors in the name of the Championship, the finance will not be considered as the budget for the championship directly. That means no matter there is sponsors or not, the budget for the championship will be guaranteed by the government.



- **Entry Fee**Error! Reference source not found.. Amount per pilot & team leader, what is covered by fee, plus details of optional additional charges such as tow fees, retrieve or optional lunches:
 - a. For test event: **150EUR (only EUR is accepted), covers competition, lunch bag, transportation to the take off, retrieve, opening and closing reception or banquet**

- b. For Category 1 championship: **300EUR (only EUR is accepted), covers competition, lunch bag, transportation to the take off, retrieve, opening and closing reception or banquet**
- **Pilot Entry & team size.** Subject to CIVL approval we wish to accept a maximum entry of **120** pilots and specify team sizes of **5 male pilots plus 2 female** pilots.
- **FAI Entry Rule.** Will any FAI member be refused entry to country? Give details:

NO!

- **Early arrivals.** State any date before which competitors should not arrive. Give details of arrangements for pilots if early arrival is possible:
There is no limitation for early arrivals. Those who arrive early before the official arrival date can be very well taken care by the local paragliding club for their arrangement on the related issues.

- **Guest pilots**Error! Reference source not found.. How many? What are eligibility requirements?
We assume that Asian countries/regions will not have 120 pilots to compete by the team size required, so we plan to have 40 to 50 guest pilots who will be accepted by the WPRS ranking. But these guest pilots can only win the international open places, no places can be awarded to them from the Championship.

- **Championship information.** Details of the website which will be the main means of disseminating information about the championship. Confirmation that this will be complete with all relevant information at least 60 days before the closing date for entries. Note: an interactive online registration and payment facility is desirable.
Aero Sports Federation of China, local government and the local paragliding club will together create an event website at an early time. This website will be used only for the test event in 2011, but also for the official championship in 2012.

- **Details of any vaccinations recommended for competitors:**

NO!

- **Details of visas required for visitors from FAI member nations:**
Aero Sports Federation of China(ASFC) will send official visa application letters to those who will need China visas to come to China for the event. But before hand they should send their personal passport number, nationality and occupation to ASFC. This information will be published in the event website and bulletin.

Visa application letter

序号: 59

被授权单位签证通知表

请持此表前往中国驻 罗马尼亚 大使馆/领事馆/签证处申请签证
Please apply forthwith for visa at the Chinese Embassy/Consulate/Visa Office in
ROMANIA with this form.

被邀请人情况		护照号码
外文姓名	国籍	职业
1. LEONARD FILIPUCRORESCU	罗马尼亚	职员
2.		
3.		
4.		
5.		

Sample

拟入境日期 2009年5月27日	访问地点 河南 郑州	事由 参加滑翔伞世界锦标赛
签证有效期 1月	签证有效次数 1次	每次停留 14天
邀请单位名称: 中国航空运动协会		
被授权单位名称: 河南省航空运动协会		编号: 2216
联系人姓名: 韩志刚		电话: 87182325 传真: 67115858
被授权单位负责人签署 		被授权单位盖章 
签署人职务: 外联司副司长		2009年11月12日于北京

说明: 1. 中华人民共和国(领事馆、签证处)有权视情况签发或改发签证。
2. 本表限填五人, 五人以上另附一张表, 不足五人的空白部分, 请划角线。
3. 序号应是本单位签证通知表的统一连续编号。

- **Details of customs arrangements** for temporary importation of gliders and other competition equipment and assurance that customs at all main entry points for the event will be informed of the nature of equipment which will accompany pilots. List entry points which have been notified.

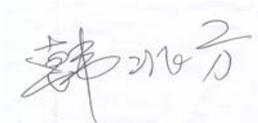
Gliders and the related small equipment do not need to declare to the custom when entering China. But if some one has special requirement, please contact ASFC as early as possible, so that we assist them to declare to the custom.

- **Statement of compliance with FAI Code on the Environment** (see FAI website):

We will follow the Statement of compliance with FAI Code on the Environment and do our best to protect the local environment during the championship .

Signed:

Date: December 27, 2010



Name: HAN Zhaofang

Position:

China Alt. Delegate, CIVL/FAI

Vice president & Secretary General of the China HG&PG Committee, ASFC