

Executive Summary For the Uvalde World's Championships Bid

Strong support of the local population. The town of Uvalde, Texas has an enthusiasm for soaring competitions that is unseen anywhere else in the USA. Soaring pictures are in the restaurants, glider models hang in the bank lobby, local families are already signing up to be possible team hosts.

Large task area with very few restricted-airspace limitations. This area of Texas offers the soaring pilot a very large task area. The distances available for long and challenging flights are many.

Variable terrain and soaring conditions, with minimal “local knowledge“ advantages. With flat land in the immediate area of the airport and to the south and the hill country to the north, Uvalde offers a lot of variation while still being one contest area. The soaring conditions offer strong thermal activity to support long tasks.

Reliably good soaring conditions. It is a rare event to have an unflyable day during the contest period. The end of the month of July and the early weeks of August are the traditional times for contest in Uvalde. This time of the year has almost no rain and the high temperatures for excellent thermal lift.

The long daylight periods allow for maximum task lengths.

The size of the town of Uvalde makes it an ideal host for the Championships. The hotels, motels, and shops for food and other services are all very near the airfield and convenient for teams. Several stores are open 24 hours a day making it very easy to provide any items for a team.

Lodging and food costs in Uvalde are very reasonable. The food costs in Uvalde are very reasonable in restaurants. There are many opportunities for grocery shopping, also near and at a low cost. The hotel and motel costs are reasonable and near to the airfield. Many teams hired (rented) a house for the contest in 1991 and this is still an option.

Uvalde hosted a very successful World's Championships in 1991 and 13 successful US National Championships.

- DRAFT -

**Bid for Organizing the 32nd FAI World Gliding Championships 2012
Open, 18 Meter, 15 Meter Classes**

Applicant:

Name: National Aeronautic Association of the USA

Date of Application: March 6, 2009

Organizing Gliding Club or other organization:

The Soaring Society of America, Inc
P.O. Box 2100
Hobbs, NM 88241-2100
USA

Name and address of National Aero Club:

National Aeronautic Association
Reagan Washington National Airport
Hangar 7, Suite 202
Washington, DC 20001
USA

Proposed Competition Director:

Ken Sorenson Ph.D. (Mechanical Engineering)
Soloed at Segelflugshule Oerlinghausen Germany in 1970
Competed in 34 US National and 42 Regional Championships over the past 32 years
USA Team pilot, 1993 World Gliding Championships, Borlange Sweden
USA Team Coach, 1999 World Junior Gliding Championships, Terlet Netherlands
Soaring Society of America (SSA) Contest Rules Committee member since 1992
SSA Contest Committee Chairman, since 2001
SSA US Team Committee member, since 2003
SSA Board of Directors, Director at Large, since 2003
SSA Vice Chairman, 2007
Soaring Club of Houston, Officer or Director, for over 10 years
Professional mechanical engineering consultant since 1979
57 years old
1988 Open Class Champion USA

Proposed Organization of the event:

Milestones

March 2009 receive bid approval
April and May 2009 identify key personnel
June 2009 begin campaign for sponsor support
Beginning Sept 2009 Monthly check-in reports from Committee heads
Jan 2010 establish FAA contact for Pilot certifications
Jan 2011 first mailing to all identified 2012 competitors and team managers
Jan 2011 prepare for August Super Regional (small pre-world contest)
March 2011 updates to competitors and team managers
August 2011 hold contest and identify any undone items with visiting stewards
Jan 2012 updates to competitors and team managers/ resolve any FAA certification issues
Jan 2012 adjust expenses according to the sponsor support
July 2012 have all personnel in place for contest practice period
(provisional milestones above, updates to be determined)

Airfield:

Garner Field Airport (KUVA)
Uvalde, Texas USA
29° 12.68' N, 099° 44.62' W

Contact person (for the applicant):

Linda Murray
398 Miami St
Waynesville Ohio 45068
Linda@EasternSailplane.com

+1 513 897 5667 office

+1 513 897 7566 home

+1 513 897 5909 fax

or

Denise Layton, SSA Administrator
P.O. Box 2100,
Hobbs, NM, 88241-2100, USA
denise@ssa.org
Phone Number: +1 575 392 1177
Fax Number: +1 575 392 8154

1. Event and Year

1.1 Name of Competition

32nd World Gliding Championships in the Open, 18-Meter, and 15-Meter Classes

1.2 Year of event

2012

2. Site

2.1 Name of the airfield

Garner Field Airport (KUVA), Uvalde, Texas USA

2.1.1 Co-ordinates

29° 12.68' N, 099° 44.62' W

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

The nearest town is Uvalde, approximately 3 miles (4km) to the west of the airport. The population of Uvalde is 14,929 (2000 census)

2.1.3 Experience of airfield staff in organizing championships

The staff on the field has organized many soaring contest since 1986.

1986 15-Meter US National Championship

1987 Standard Class US National Championship

1988 Open Class US National Championship

1989 15-Meter US National Championship

1991 FAI World Championships

1993 Standard Class US National Championship

1994 Open Class US National Championship

1998 Open Class / Standard Class US National Championships

2000 Open Class / 18-Meter US National Championships

2001 15-Meter US National Championship

2002 Open Class / World Class US National Championships
2004 Open Class / 18-Meter US National Championships
2005 15-Meter US National Championship
2008 Open Class / 15-Meter US National Championships

In 1991, Team Uvalde: organized, staff and hosted the very successful FAI World Championships for the 15-Meter, Standard, and Open Class.

Team Uvalde successfully staged a thorough and complete contest, with only 10 months lead time due to unforeseen events at another site.

2. 2 Proposed period for the event

2.2.1 Training Dates

First Training Day July 21, 2012
Last Training Day August 3, 2012
Opening Ceremony, Saturday August 4, 2012

2.2.2 Competition Dates

First Competition Day August 5, 2012
Last Competition Day August 18, 2012
Award Ceremony Sunday August 19, 2012

2.2.3 Alternate dates for training

Alternate dates are not available at this time.

2.2.4 Alternate dates for competition

Alternate dates are not available at this time.

2.3. Airfield operating data

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

See attachment 1

2.3.2 Number of tow planes that will be employed

Depending on the number self-launching and non-motorized sailplanes,
15 to 17 towplanes will be employed.

2.3.3 Meteorological facilities that will be provided

Meteorological facilities will include state-of-the-art technology augmented with local aircraft soundings.

Data will be analysed and presented by an experienced professional meteorologist familiar with the contest area and soaring competition.

2.3.4 Parking facilities for gliders

Garner Field has ample open space for parking 120 gliders and their trailers.
A grass tie down/parking/assembly area is planned, with full facilities for water ballast.

2.3.5 Repair facilities for gliders

Garner Field has hangar space for repairs and staff on the airport for help in repairs. Also there is space on the field for manufacturer representatives to set up repair and maintenance facilities

2.3.6 Repair facilities for radios and instruments

The above mentioned facilities will also be available for radios and instruments.

2.3.7 Oxygen requirements and supply facilities, if required

Oxygen will not be necessary.

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

All staff will be educated on the FAI Environmental code of Conduct. The compliance to the code will be mandatory. The organizers will apply for an FAI EMS approval.

2.2.5 Airfield Infrastructure

The airfield Campus includes the airfield and a Junior College. The Junior College has many available rooms in a walking distance to the airfield (less than .5 mile/800m) for all needed meeting space. The large gymnasium with floor seating and gallery seating will accommodate the morning briefing. The many classrooms will easily take care of any smaller room needs.

The airfield is a Publicly-owned airport. The town of Uvalde owns the airport.

There are several buildings and hangars on the airport that will be available for use during the contest period. This runway and taxi way are paved and will be used as parallel runways for staging, takeoff and landing operations. The primary runway (15/33) is paved, in good condition. The dimensions are 5256 x 100 ft (1602 x 30m).

There is a turf strip parallel to and east of the primary runway. This turf strip is 3300 x 75 ft (1006 x 20 m).

2.4.1 Briefing Room

Many rooms are available for small groups as well as the gymnasium with floor and gallery seating for over 500 people.

2.4.2 Common Room(s) for the competitors

There will be enough rooms for all teams.

2.4.3 Meeting Room for the International Jury

A specific room will be established for the International Jury.

2.4.4 Press Centre

A room will be established for the press needs.

2.4.5 Communication and internet equipment

The Junior College has modern and up to date internet access as well as internet access at the airfield. The area is well covered by many cell service providers. The internet service will be augmented during the time of the contest to accommodate the extra usage. The airfield and college campus area will be WI-Fi enabled for convenient team usage.

2.4.6 Post and Banking

Full banking services are available at several banks in Uvalde, all within 3 miles of the airfield.

Post services: United States post, Fed Ex, UPS, (overnight and ground) and other parcel services are readily available.

2.4.7 Insurance availability

Insurance will be available for all participants at reasonable rates.

2.4.8 Toilets, wash rooms and shower rooms

Toilets and wash rooms are currently available and will be supplemented for the contest. Shower rooms are not applicable. No camping on the airport is permitted.

There is a RV park less than one mile from the airfield. It is possible to hire Motor homes for use in the park.

2.4.9 Car parking

There is ample space for car parking, on the airfield and on the Junior College campus

2.4.10 Emergency (including fire)

Emergency responders are less than 1 mile away.

2.4.11 Medical and First Aid

Emergency Medical services will be on the airfield at all times during the contest and practice periods. For more extensive needs the hospital for Uvalde is .5 km from the airfield.

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

The Junior College has presentation rooms, with facilities for the more formal presentations than a team meeting would need. These rooms are available for formal meetings. All rooms at the College are air conditioned and have comfortable seating. The main auditorium seats 500 people.

3. Accommodation and food for competitors

3.1 Accommodation facilities available in the local area

Many hotels and motels are available in less than 4 miles (6.4 kilometers) from the airfield.

About 375 rooms are currently available, with 175 rooms currently being built.

Additional rooms are available at a modest cost in the College dormitory. There are about 50 dormitory rooms.

3.2 Camping facilities at the airfield

No, natural conditions and temperature are not conducive to camping at the airfield. Camping on the airfield is not permitted.

3.3 Catering for competitors at the airfield

Food events at the airfield are being explored at this writing.

4. Competition area

4.1 Topography in the contest area

The Uvalde contest area occupies a region approximately 450 km (north-south) by 250 km (east-west) in south-central Texas, USA. The southern half of this area is mostly flat and lies at elevations between 200 and 300 meters, with the south and east generally lower than the north. This area has few hills higher than

25 meters and is widely used for crops and ranching. Roads are relatively plentiful here, though some large cattle ranches make it possible to be as far as 15 km from a paved road.

The northern half of the contest area has extensive hills (it is known locally as "Hill Country"); typical valley elevations are 400 to 500 m, hilltops range up to 650m. In this area, cultivation is confined to limited areas in the wider valleys.

The only large river in the contest area is the Rio Grande, which forms the border between Texas and Mexico – and the southwest boundary of the contest area. As this river flows through dry country it causes very little suppression of lift, and indeed is often a place to find strong thermal conditions.

Due to generally excellent thermal lift that typically lasts well into the evening, outlandings tend to be rare. A majority of these take place on airfields, of which there are more than 200 within the contest area. On the relatively few days of difficult weather, tasking tends to favor the southern half of the contest area, where agricultural fields are relatively plentiful and a number secondary roads are suitable (with care) for outlandings.

Mobile phone coverage is generally good throughout the contest area, though in some of the more remote valleys among the northern hills, coverage can be expected to be weak.

4.2 A comprehensive survey of meteorological conditions

Historical weather statistics (as measured at the San Antonio airport, about 110km east of Uvalde) for the month of August:

- Average daily high temperature: 95.2°F / 35.1°C
- Average nighttime low temperature: 74.5°F / 23.6°C
- Record high temperature: 107°F / 41.7°C
- Record low temperature: 52°F / 11.1°C
- Average monthly rainfall: 2.54" / 65mm
- Average windspeed: 10.4 kts
- Average thunderstorm days per month: 4
- Percentage of possible sunshine: 74%

The most common synoptic pattern for August has a high-pressure area over the southeastern US and a weak low over northern Mexico, producing a southeasterly flow over central Texas. Nighttime cooling typically leads to morning stratus clouds, which start to break around 9:00. By 11:00, insolation is strong and temperatures have reached 90°F / 32°C. Soaring conditions commence around 11:30 to noon, with increasing cumulus coverage. By 13:00, bases are around 5000ft (1500m) MSL. By 14:00, two octas of cumulus clouds with bases near 6000ft (1800m) and lift around 6kt (3m/s) is typical. In the southern half of the contest area, southeast winds organize the cumulus into extensive streets; in the hilly north, streeting is less prevalent but bases are often as much as 1000ft (300m) higher. These conditions will continue to improve slowly until around 17:00, when bases can be near or above 7000ft (2100m) and best lift near 10kt (5m/s). Toward evening, the extent of cumulus clouds decreases, but reliable climbs are often available past 19:30.

Thunderstorms are possible. In most cases these are well forecast and not extensive, so tasks can be set that keep pilots clear of them. Such storms are usually strong enough to produce significant rainfall (locally up to and occasionally above 50mm) and in most of the contest area the soil is only moderately well drained, so thermal activity tends to be suppressed for 24 to 48 hours in such areas.

Several meteorological anomalies occasionally affect the Uvalde contest area. The most important is a sea breeze front, caused by the prevailing southeasterly winds and the Gulf of Mexico (300km from Uvalde). This front usually remains southeast of the contest area during the day but can penetrate to or beyond Uvalde during the late evening, bringing a freshening breeze, increased moisture and lower temperatures to the area overnight. Occasionally the effect is stronger, bringing a sea breeze convergence line into the contest area during the afternoon. Typically, thermals are enhanced along and ahead of this convergence and suppressed behind it.

Another is known as the Marfa dry line (or dew line), an area of convergence between gulf moisture and a much drier air desert air mass. This line usually lies well to the west, but can drift eastward into the Uvalde contest area. It typically is an area of enhanced convection, producing excellent lift but also a higher chance of thunderstorms.

Proximity to the Gulf of Mexico exposes Uvalde to occasional tropical storm and hurricane influences. Severe storms rarely penetrate far onshore before weakening; the usual consequence in the Uvalde area is an increase in thunderstorm activity for a day or two.

Meteorological conditions are generally more uniform across the contest area than is typical for WGC sites. Areas further than 100km east of Uvalde tend to be lower and somewhat wetter, so cumulus cloud bases there are often somewhat lower. The higher ground to the north tends to have higher bases (which give about the same clearance above the terrain).

On the airfield, heat (which can exceed 100°F / 38° C) and humidity have potential to cause problems. It is important for anyone exposed to this to use sunscreen products and drink plenty of water, practices which are often not habitual for those unused to such conditions. Prior to takeoff it is desirable that a pilot in the cockpit of a glider be sheltered from the sun by an umbrella or other shade. Though outlandings are relatively rare, pilots must be prepared for the possibility of hot, unsheltered conditions that could be far from civilization.

Lift in the contest area is almost exclusively from thermals. As the highest of these rarely reach 10,000ft (3000m) MSL, oxygen has never been required during any Uvalde contest flight. The terrain and heat are unfavorable for many types of flying insects, so airfoil contamination from insect strikes is rare. "Bug wipers" are thus not regarded as important (or indeed desirable) for Uvalde contests.

4.3 Airspace restrictions in the contest area

Uvalde's large contest area includes just 5 blocks of restricted airspace:

- San Antonio International Airport Class C – 110 km east
- Laughlin Air Force Base Class C – 80 km west
- US-Mexico border – 85 km southwest
- Eagle Pass Restricted Area (9km cylinder) – 100 km south-southwest
- Cotulla Restricted Area (approx 35x17km) – 140 km southeast

As all of the above effectively lie on or near the edge of the contest area, the limitations they impose are minor – almost certainly much less than at any World Gliding Contest during the past 15 years.

Throughout the contest area, the maximum altitude allowed for VFR flight is 18,000ft (5500m) MSL, an altitude well above the highest ever reached during a Uvalde contest flight. There is no need for a "Prohibited Airspace Boundary" surrounding the contest area.

Laughlin Air Force Base, near the town of Del Rio and the Mexico border, is a center for military pilot training in small jet aircraft. These aircraft often use Military Operating Areas east of the Air Force Base and west of Uvalde. Such areas are open to civilian VFR flight, but it is clearly desirable that steps be taken to minimize conflicts. Cooperation with the authorities that control this training has in the past been good, and for a World Gliding Championships it should be possible to make arrangements (such as keeping the military aircraft above cumulus cloud bases) that enhance safety.

4.4 Typical tasks to be expected

Historically, Uvalde contest days have usually allowed at least four (and often up to six) hours of on-task flying. Winning speeds by 15-Meter-span gliders have usually been above 130kph and not infrequently above 140kph; best-ever speeds exceed 150kph. About one day in five has been won with a speed below 120kph.

Tasks have generally tended to favor the southern half of the contest area, due to cumulus streeting and better roads and landability. More use of the northern half has been seen in recent years, due to an increasing number of airfields and the higher cumulus cloud bases often found there.

The unusually large contest area with its notable lack of airspace restrictions and generally excellent and uniform soaring conditions allow great tasking flexibility. Given the long days and good speeds typical of good Uvalde weather, tasks at a World Gliding Championships should be near or above 500km on any but weak days, and could exceed 800km on the best days

When conditions are good, pilots commonly report long runs (sometimes 150km) between thermal climbs, and an important part of winning strategy can be starting a tentative final glide when far from the finish and far below the height that glide calculations suggest should be necessary. A popular end to many tasks involves a final turnpoint perhaps 100km south of Uvalde. The run home will tend to be along lift streets, often at high speeds and without circling. This route is commonly known as the "Holighaus-strasse" owing to the success that Klaus Holighaus had in this type of flying during the early years of contests at Uvalde.

Here is a summary of best daily speeds for WGC- 1991 at Uvalde (achieved by Standard, 15-Meter and Open-Class glider designs of 17 years ago)

- Above 120 kph : 83%
- Above 130 kph : 60%
- Above 140 kph : 43%
- Above 150 kph : 20%

4.5 Road and Traffic Conditions

The roads are well marked and in good condition. Traffic is generally very light. The roads and intersections are wide and have good visibility for navigating with glider trailers.

5. Rules

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

5.1.1 Starting procedures

Starts will be controlled using either the Start Ring (SC3a-7.4.2a) or the Start Line (SC3a-7.4.2b)

5.1.2 Tasks

Tasks will be of two types: Racing Task (SC3a-6.2.1) and Speed Task - Assigned Areas (SC3a-6.2.2).

5.1.3 Finish procedures

Finishes will be controlled using either the Finish Line (SC3a-7.7.1a) or the Finish Ring (SC3a-7.7.1b).

5.1.4 Scoring

The 1000-point scoring system (SC3a-8.1a) will be used.

5.2 Particular conditions or possible restrictions that may be applied

None

5.2.1 Pilots and Crews

None

5.3 Number of competitors:

5.3.1 State the maximum number of competitors that may be entered the competition

120

The maximum number of entries in each class will be 50. If the total number of entries exceeds 120, Annex A rule 3.4.3c will be applied to reduce the number of total entries to 120.

5.3.1.1 Provide explanation for this number

The size of the field and the length of the runways, tie down space and other people concerns would be over crowded if more competitors were allowed.

5.3.2 Indicate how the classes will be separated for:

5.3.2.1 Starts

Each class will have its own release area and start each day. There are no significant geographic features near the home airfield that tend to preferentially generate lift and thus concentrate pilots during pre-start flying.

5.3.2.2 On task

Uvalde's large contest area, typically strong and uniform soaring conditions, and minimal airspace restrictions often allow each class to fly a task well separated from gliders of other classes.

5.3.2.3 Finishing and landing

As has been typical of all recent World Gliding Contests, no special procedures are planned to enforce spatial separation between classes during finishing and landing. Ample space on the airfield ensures that the separation due to normal landing patterns is sufficient to ensure safety. Long tasks in good soaring conditions that persist well into the evening tend to produce time separation.

6. Costs

6.1 Entry fee

1350.00 USD/ 1039 Euro (as of 12/08 rate 1.30)

6.1.1 Services included in the entry fee

The following items are some of the items included in entry fee;

Internet Access / Wi-Fi

Meeting Rooms

Professional Meteorological services

Operational cost for scoring, tasking, turn point data

Trophies, prizes, medals

Field preparation

6.1.2 Cost of aero tows

All tows to 2,000ft (600m)

15-Meter and 18-Meter 65.00 USD/50 Euro (as of 12/08 rate 1.30)

Open class 70.00 USD/54 Euro (as of 12/08 rate of 1.30)

6.2 Price of car fuel per gallon

The current price of gasoline in Uvalde is approximately \$1.50 per gallon (\$0.396/.305 per liter). Market volatility makes it unrealistic to estimate a future price.

6.3 Rental cars

Auto rentals are available at varying costs for many different makes and models.

6.4 Accommodation

Attachment 2

In the past World's Championships the Junior College part of the campus made available the dorm rooms that are empty in the summer months. At this time we are negotiating these rooms. The cost is well below the cost of a more traditional hotel or motel room. These rooms are also the closest possible to the airfield (about .5 miles- a very short walk)

6.4.1 Hotels

There are many Hotel and Motel rooms available. The current number is in excess of 350 rooms. As this is written two more hotels are being built.

6.4.2 Apartments

During the 1991 World's Championships several teams hired homes and apartments for the contest period. The cost will depend on number of persons and size of the residence. These are being gathered by Team Uvalde and will be listed well in advance of the contest dates.

6.4.3 Bed and Breakfast

Currently there are a small number of Bed and Breakfast opportunities. As the time of the contest gets closer this will be updated. The teams can also check with the Chamber of Commerce for new possibilities

6.4.4 Camping

Attachment 4

This area is not conducive to camping. Camping on the airfield is not permitted. For "camping like" accommodations there is a very close RV park (less than 1 mile). Motor Homes may be hired for this purpose. Tent camping is not suitable for this area. There can be snakes and there will be very hot and humid day temperatures that continue into evening.

There is an attachment (4) of available tenting parks.

6.5 Catering

Attachment 3

It is not common for the food establishments to bring food off of their site for catering to another site. However "carry-out" menus do exist and may be negotiated at any time. The variety of food is vast and the pricing is also.

There are several food stores that have extensive opportunities for economical food for the crews and pilots. These are very close to the airfield.

6.5.1 Hotels

See attachment 2

6.5.2 Restaurants

See attachment 3

6.5.3 Airfield

There is no established restaurant on the airfield. During the contest there will be some food on the site. This is being arranged at this time. No details are available.

6.6 Provide an indicative example for the expected total costs during the contest period for a pilot with 2 crew members. All Euro estimates are as of 12/08 rate of 1.30.

Pilot entry fee		1350 USD / 1039 Euro
Aero tows	12 x 70 USD	840 USD / 646 Euro
Car rental	1 car – 14 days	500 USD / 385 Euro
Lodging	2 hotel rooms, 2 person per room, 80 USD per room - 160 USD x 14 days	2240 USD / 1723 Euro
Food	26 USD per day per person 3 x 26 x 14 days	1092 USD / 840 Euro
Total for 3 persons		6022 USD / 4633 Euro

Uvalde has several well known fast food chains which if used could severely reduce these costs. The housing situation has many options. The dorm rooms on the College campus were used in the 1991 Worlds Championships and will again be available (about 25 USD per room – exact rate not yet available). Other cost savings may be made by housing in hotels with 4 persons in one room.

7. Glider Hiring

The pricing of a glider hiring is a big variable. What type of glider, how new, and how near. To facilitate this effort we have established an East coast and a West coast SSA member to help any foreign pilot in the efforts to find a suitable glider for hire.

7.1 The availability of local gliders for hire

7.2 The costs of hire

7.3 Any restrictions on hire

Teams will discuss this on an individual basis with the aircraft owner.

8. Training

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

- Training dates are scheduled. The team that comes earlier than the scheduled dates will be directed to nearby airports that will be able to accommodate practice flying. The contest site will not be available for practice until the scheduled dates.

Attachment 1 Airport details

Location

FAA Identifier: UVA
Lat/Long: 29-12-40.8000N / 099-44-36.9000W
29-12.680000N / 099-44.615000W
29.2113333 / -99.7435833
(estimated)
Elevation: 942 ft. / 287.1 m (surveyed)
Variation: 07E (2000)
From city: 3 miles E of UVALDE, TX
Time zone: UTC -6 (UTC -5 during Daylight Savings Time)
Zip code: 78801

Airport Operations

Airport use: Open to the public
Activation date: 01/1942
Sectional chart: [SAN ANTONIO](#)
Control tower: no
ARTCC: HOUSTON CENTER
FSS: SAN ANGELO FLIGHT SERVICE STATION
NOTAMs facility: UVA (NOTAM-D service available)
Attendance: 0700-1900
Wind indicator: lighted
Segmented circle: yes
Lights: DUSK-DAWN
ACTVT MIRL RY 15/33 - CTAF.
Beacon: white-green (lighted land airport)

Airport Communications

CTAF/UNICOM: 122.8
WX AWOS-3: 124.175 (830-278-8862)

- APCH/DEP SERVICE PROVIDED BY HOUSTON ARTCC ON FREQS 134.95/269.4 (UVALDE RCAG.)
- **Nearby radio navigation aids**

VOR radial/distance	VOR name	Freq	Var
HDO r246/30.7	HONDO VOR/DME	109.40	08E

NDB name	Hdg/Dist	Freq	Var	ID
UVALDE	328/2.2	281	07E	UVA . . - . . . - . -
CHAPARROSA RANCH	027/22.7	385	10E	CPZ - - - - . - - . - - . - - . - - . - - . -
HONDO	244/31.4	329	08E	HMA - - . -

Airport Services

Fuel available: 100LL JET-A
Parking: hangars and tie-downs
Airframe service: MAJOR
Powerplant service: MAJOR
Bottled oxygen: HIGH/LOW
Bulk oxygen: HIGH/LOW

Runway Information

Runway 15/33

Dimensions: 5256 x 100 ft. / 1602 x 30 m

Surface: asphalt, in good condition

Weight bearing capacity: Single wheel: 30.0

Double wheel: 40.0

Double tandem: 40.0

Runway edge lights: medium intensity

RUNWAY 15

Latitude: 29-13.073148N

Longitude: 099-44.824365W

Elevation: 941.7 ft.

Gradient: 0.3%

Traffic pattern: left

Runway heading: 148 magnetic, 155 true

Markings: nonprecision, in fair condition

Visual slope indicator: 2-box VASI on left (4.00 degrees glide path)

Runway end identifier lights: yes

Touchdown point: yes, no lights

Obstructions: 45 ft. trees, 700 ft. from runway, 260 ft. left of centerline, 11:1 slope to clear

Ownership: Publicly-owned

Owner: CITY OF UVALDE

PO BOX 799

UVALDE, TX 78801

Phone 830-278-3315

Manager: MARK HUFFSTUTLER

122 HOWARD LANGFORD DR.

UVALDE, TX 78801

Phone 830-278-4481

Additional Remarks-

TURF STRIP 3300' X 75' PARALLEL TO & EAST OF RWY 15/33 USED BY CROP DUSTERS ONLY.

RUNWAY 33

29-12.287382N

099-44.406052W

924.8 ft.

0.3%

left

328 magnetic, 335 true

nonprecision, in fair condition

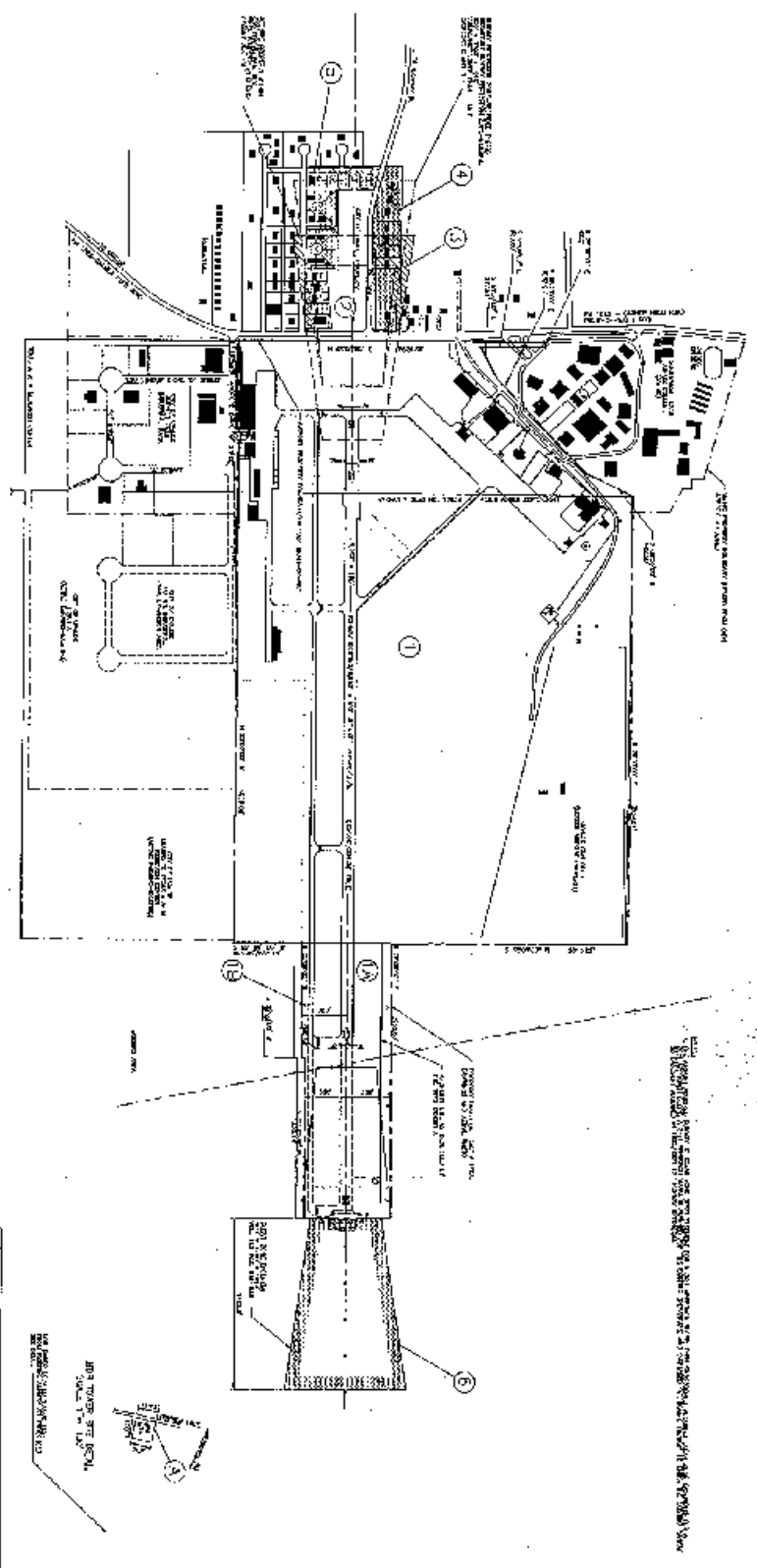
2-box VASI on left (3.00 degrees glide path)

yes

yes, no lights

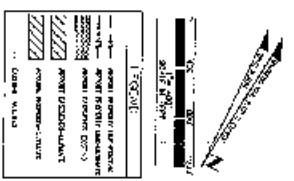
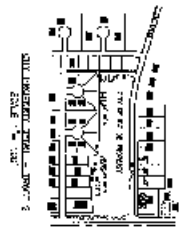
none

AIRPORT PROPERTY MAP



AIRPORT PROPERTY DATA TABLE

NO.	DESCRIPTION	AREA (ACRES)	STATUS	REMARKS
1	Runway 1	1,200	Active	
2	Runway 2	1,200	Active	
3	Taxiway A	100	Active	
4	Taxiway B	100	Active	
5	Terminal Building	50	Active	
6	Control Tower	10	Active	
7	Hangar	200	Active	
8	Office Building	50	Active	
9	Warehouse	100	Active	
10	Storage Area	500	Active	
11	Field	1,000	Active	
12	Other	50	Active	



AIRPORT PROPERTY MAP (S)
GARNER FIELD MUNICIPAL AIRPORT
CITY OF DAVAO DE DELgado

PREPARED BY: BAKER, WILK & HAYES
DATE: 11-15-00

SCALE: 1" = 100'

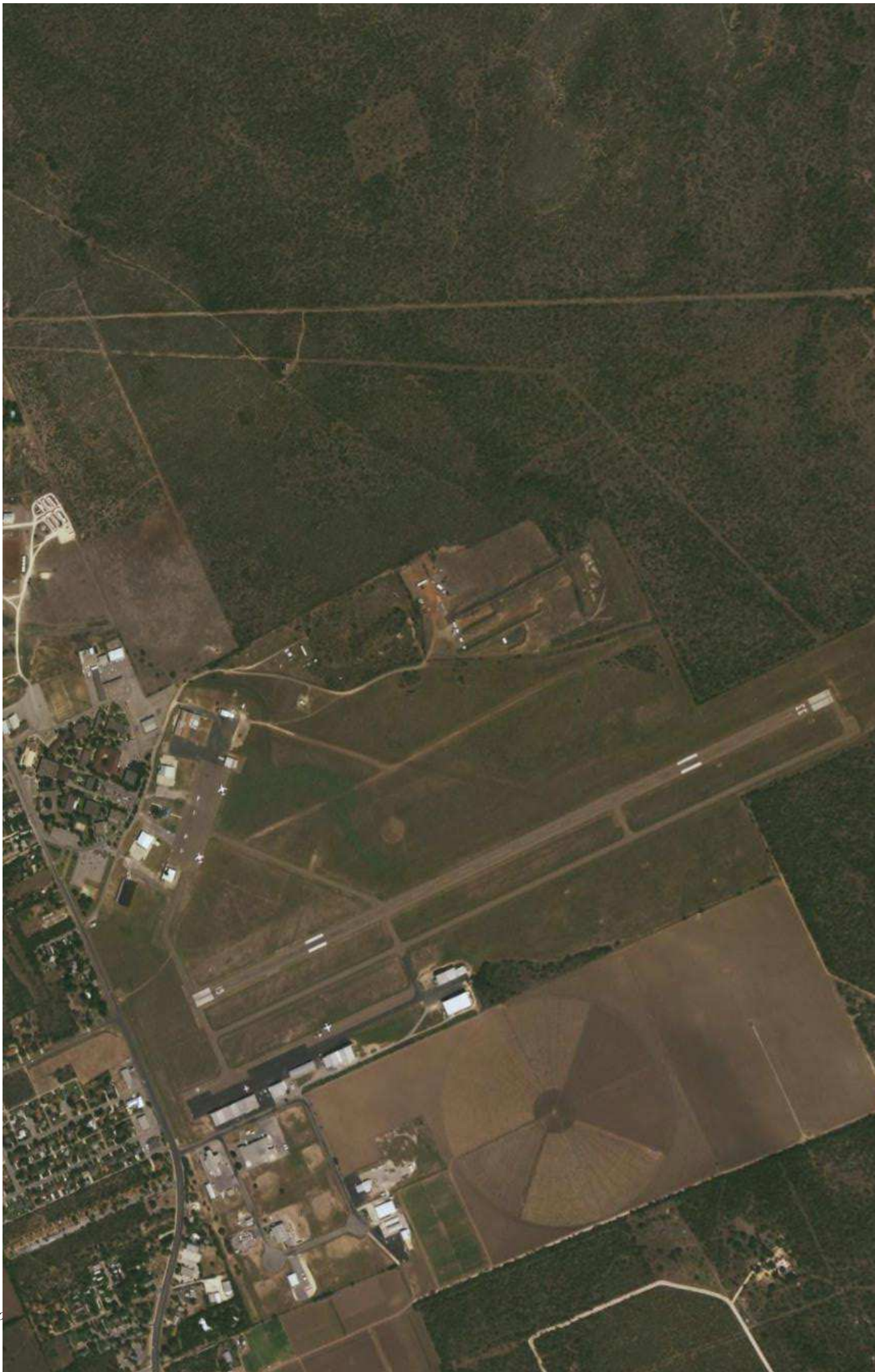
PROJECT NO.: 11-15-00

DATE: 11-15-00

BY: [Signature]

CHECKED BY: [Signature]

APPROVED BY: [Signature]



Attachment 2 Restaurants in Uvalde

Uvalde Restaurants
December 2008

<u>Fast Food</u>	<u>Average Price Range per entrée</u>	<u>Restaurant</u>	<u>Average Price Range per entrée</u>
A & W	Under \$10	Amber Sky Coffee Shop	Under \$10
Burger King	Under \$10	Applebee's Neighborhood Grill and Bar	Under \$10
Church's Fried Chicken	Under \$10	Don Marcelino Restaurant	Under \$10
Dairy Queen	Under \$10	Dora's Place	Under \$10
Domino's Pizza	Under \$15 per pizza	Downtown Diner	Under \$10
Golden Fried Chicken	Under \$10	El Herradero De Jalisco	Under \$10
Jack In The Box	Under \$10	Evet's Bar B Que	Under \$10
Live Oak Drive Thru	Under \$10	Golden Corral Family Steak House	Under \$10
Little Caesar's Pizza	Under \$10	Golden Dragon	Under \$10
Long John Silver's	Under \$10	Jack's Steak House	Under \$10
McDonald's	Under \$10	Julio's BBQ	Under \$10
Sonic Drive In	Under \$10	Kettle Restaurant	Under \$10
Subway Sandwich Shop	Under \$10	Los Alamos Mexican Restaurant	Under \$10
Taco Bell	Under \$10	Lunker's Grill	Under \$10
Taco Way	Under \$10	Oasis Outback Bar-B-Q & Grill	Under \$10
Wendy's	Under \$10	Ofelia's Mexican Restaurant	Under \$10
Whataburger	Under \$10	Old Spanish Trail	Under \$10
		Pizza Hut	Under \$15 per pizza
		Taqueria Agave Jalisco No. 2	Under \$10
		The Tea Room	Under \$10
		Town House Restaurant	Under \$10
		Vasquez Restaurant	Under \$10

Note:

Restaurant meals per person including drink, tax and tip would be an average cost of \$10.00 - 14.00.

Fast Food eateries per person would be under \$10.00 per person.

Attachment 3 Motels

Uvalde, Texas Room Rates

Quality Inn

\$89.95 plus tax – Flat rate

Holiday Inn Express

Opening March 2009

Best Western

1 person \$89.99 plus tax

2 people \$99.99 plus tax

3 people \$109.99 plus tax

4 people \$113.99 plus tax

Hampton Inn

Opening Winter 2009-10

Kitchenette- (If available)

1 person-\$99.99 plus tax

2 people- \$109.99 plus tax

3 people- \$113.99 plus tax

4 people- \$117.99 plus tax

Amber Sky

Single (1 full bed)-\$52.00

Double (2 double beds)-\$62.00

Inn of Uvalde

Queen-1 bed-1 adult \$54.95 plus tax

King-1 adult- \$59.95 plus tax

2 bed-2 adults- \$64.95 plus tax

Kids under 13 stay free!

\$5 charge for each additional adult

Honeysuckle Cottage

Daily-\$75.00

Weekly-\$350.00

Monthly-\$1,250.00

Sleeps up to 4 people

Attachment 4 Camping Parks

Uvalde County Tent Camping Rates

Concan Area 25 miles North of Uvalde

Andy's on River Road – \$28-\$84 depending on location of campsite

Neal's Lodges and Café on the Frio River - \$30 for 4 people and \$4 for each additional person

Garner State Park Area 35 miles North of Uvalde

Garner State Park - \$10-\$15 (12 & under free), \$15-\$25 with electricity and water

Yeargan's River Bend Resort - \$30 for 4 people and \$4 for each additional person
\$25 for 4 people off river

Nueces Canyon Area 15 miles North West of Uvalde

Big Oak River Camp - \$28 for 2 people and \$3 for each additional person

Chalk Bluff Park - \$22 for 2 people with water \$27.50 with electricity