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BID

FOR ORGANIZING

THE JUNIORS WORLD GLIDING CHAMPIONSHIPS

2017

VINON SUR VERDON – FRANCE

Dated : November 30.2013





**BID FOR ORGANIZING THE JUNIORS WORLD GLIDING CHAMPIONSHIP
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1. EVENT AND YEAR

Juniors World Gliding Championships 2017

1.1. Name and address of National Aero-club or other applicant

This bid to stage the Juniors World Gliding Championship 2017 is submitted by the Fédération Française de Vol à Voile (FFVV). The competition is to be held at Vinon-sur-Verdon airfield, the home of the Vinon gliding club.

Association Aéronautique Verdon Alpilles (AAVA)

1, aérodrome

83560 Vinon sur Verdon

1.2. Number of active gliding members

About 500 members, (200 of them are foreigners)

2. SITE

Refer to the enclose ICAO map (APP 1)

2.1. Name of airfield

VINON SUR VERDON - LFNF

2.1.1. Coordinates

The airfield is situated at latitude 43° 44' 16'' N, Longitude 005° 47' 03'' E. The airfield altitude is 275 meters (902 feet)

2.1.2. Direction and distance to nest town, population of the town

The airfield takes its name from the adjacent village of Vinon, 1km east of the airfield. The two largest cities are MANOSQUE about 10 km north from the airfield and AIX EN PROVENCE, 35 km south-east from the airfield respectively 22 000 and 140 000 inhabitants.

2.1.3. Experience of airfield staff in organising championships/competitions

<i>in 1963/2012 :</i>	<i>43 International championship of Vinon (CMVVM)</i>
<i>in 1979 :</i>	<i>French Nationals (standard and open classes)</i>
<i>in 1984 :</i>	<i>2nd European Gliding Championship (standard, 15m, Open)</i>
<i>in 1988 :</i>	<i>French National (15m class)</i>
<i>in 2001 :</i>	<i>French Nationals (Standard, 15m and open classes)</i>
<i>in 2005 :</i>	<i>French National (Club class) and Pre-world</i>
<i>in 2006 :</i>	<i>World Gliding Championships (Club Class, World Class)</i>
<i>in 2009 :</i>	<i>French Nationals (Two-seater 20m, 15m and Open classes)</i>
<i>in 2010 :</i>	<i>French Nationals (15m and Open classes)</i>
<i>in 2012 :</i>	<i>French Nationals (15m, 18m and Open classes) and Pre-european</i>
<i>in 2013 :</i>	<i>17th FAI European Gliding Championships (15m, 18m and Open classes)</i>

2.2. Proposed period for the event

We leave the FAI Gliding Commission IGC to choose the date of this championship.

2.3. Airfield operating data

Refer to APP 2.

2.3.1. Surface of airfield, number and direction of runways

Surface : grass and concrete

Number of runways : 4

Direction of runways : 10-28; 16-34; 02-20; (10-28 auxiliary for glider landing only).

2.3.2. Maximum number of sailplanes which can be accepted

120

2.3.3. Number of tow planes which can be employed

From 8 to 12 tow planes

2.3.4. What meteorological facilities can be expected

Meteorologist from Meteo France, fax, PC-Met, Internet



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2.3.5. Parking facilities for sailplanes

The sailplanes can stay in trailers or park, (refer APP 3)

2.3.6. Repair facilities for sailplanes

The local aero club as a well equipped workshop, moreover there is a special sailplanes repair and maintenance workshop on the airfield with a sufficient crew of authorized repair technicians to assist with repairs.

2.3.7. Repair facilities for radios and equipments

Possibilities of do-it-yourself repairs by team members available on the airfield.

2.3.8. Oxygen supply facilities

Competing Gliders should be equipped with oxygen, which could be necessary on strong thermal task days. Oxygen refill facilities will be available. All tasks will be in thermal and thermodynamic conditions. Cloud bases to 3500 meters are common, and on very strong days, tasks areas might find cloud bases more than 4000 meters. Moreover, some wave conditions can be encountered in the tasking area.

2.4. Airfield layout

Refer to APP 2 and 3

2.4.1. Description of the briefing room

A new hangar has been built 7 years ago. Possibility of more than 120 seats in this hangar.

2.4.2. Description of common room(s) for the competitors

Bungalow could be available for each team

2.4.3. Description for the meeting Room for the International Jury

Separate small briefing room in the aero club office for up to 20 persons

2.4.4. Description of the Press Center

On office room with two working places and PC, fax, telephone, copier will be available

2.4.5. Number of public telephones, fax, and similar equipment

Three public telephones, fax, in Office available

2.4.6. Postal and banking facilities at the airfield

At the airfield : no bank facility, postman every day

At Vinon city : several banks and post Office

2.4.7. Insurance facilities

Possibility to subscribe Third party insurance on site

2.4.8. Toilets, wash and shower rooms at the airfield

Toilets, wash and shower room on camping facility

2.4.9. Car parking facilities at the airfield

Unlimited park facilities on the airfield

2.4.10. Emergency and medical facilities at the airfield

Doctor at the airfield, doctors and firemen in Vinon, hospital in Manosque

2.5. Facilities for the OSTIV Congress

An Ostiv Congress could be organized and held at the Competition site

3. ACCOMMODATION AND FOOD FOR COMPETITORS

3.1. Accommodation facilities

3.1.1. Camping facilities at airfield

Camping facilities at the airfield for approximately 40 caravans or tents, 7 Eur. Per person day

3.1.2. Youth Hostels

None

3.1.3. Boarding houses/guest houses

Several guest house within 20 km



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3.1.4. Hotels

Many hotels in *Vinon-sur-Verdon, Gréoux-les-Bains and Manosque*

3.1.5. Other accommodation facilities

3.2. Catering for competitors at the airfield

3.2.1. Description of Kitchen

Kitchen of the local aero club

3.2.2. Description of dining hall

One hangar will be reserved for restaurant purpose

3.2.3. Description of airfield restaurant

Traditional French restaurant

3.2.4. Which meals will be offered

Breakfast (continental) + Victuals (sandwiches) + Dinner (traditional french food) : 30 Eur.

Breakfast + Victuals : 15Eur.

3.2.5. Other catering facilities

Supermarkets in Vinon and Manosque

4. COMPETITION AREA

Refer to APP 1 – Alps Soaring map

4.1. Description of topography and out-landing conditions

The main area for the competition is located in the south part of French Alps along the Durance river valley with a lot of airfields and listed out-landing fields.

The environment is composed of flat land medium plateau up to 40 km north and north-east of the airfield, medium relief 40 km to 100 km, high mountains from 100 to 200 km.

To maximize the participation, fun and safety for young competitors, the organisation team is committed solely to following rules :

☞ The contest area will be restricted to the well-know and easy Southern French Alps.

☞ No task will be launched if the wind(Mistral) is too extreme.

☞ Tasks will be designed for high average speed for everyone by avoiding tricky areas which are known only by the locals. Such fast tasks will improve safety and reduce the fatigue of pilots during an intense race week.

☞ We want the best pilot to win, and not the best mountain pilot, without any accidents or intimidating task setting.

just Sport, Sun and Fun

4.2. Comprehensive survey of meteorological conditions

Area is covered with excellent thermal and thermodynamic conditions, which makes cloud-bases up to 2000/2500m in flat and plateau country, 3000m in high mountains.

4.3. Airspace restrictions

Please, refer to the ICAO map. Moreover, administrations of French civil aviation and French air force will give us regional airspace facilities for the event.

4.4. Road and traffic conditions

Very good traffic system.

4.5. Standard of telephone communication

World-wide

5. RULES

5.1. Proposed modifications to the World Championships' Rules

Annex A and sporting code valid at the time of competition will be applied without any modification



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5.2. Particular conditions or possible restrictions for the participation

5.2.1. For pilots and crews

Pilots : mountain flight experience is preferred

Crew : no restrictions

5.2.2. For sailplanes and equipment

With permit to fly

5.2.3. Otherwise

No gyroscopic instruments. No flight in clouds are allowed

6. COST

Include a budget : all costs to competitors are particularly important. If a bid is accepted, costs to competitors will be expected not to increase substantially unless explained to and agreed by IGC.

6.1. Entry Fee

€ 800 per glider

6.1.1. Services included in the entry fee

The entry fees will cover all operational costs except aero tows and self-launch starts

6.1.2. Cost of launch

€ 10 for self launched glider (per flight day)

€ 50 for each aero tow

6.2. Price of car fuel (petrol/diesel) per litre

Following current prices unleaded fuel about € 1,50 per litre and diesel about € 1,35

6.3. Cost of rental cars for 20 days

€ 700 to € 800 for small car

€ 1300 to € 1500 for monospace

(To be revised function of expected number of cars and function of sponsoring action)

6.3.1. Are tow-ropes available

Each pilot must come with his own 60m tow-rope (Tost rings equipped).

Some tow-ropes will be available for sale on the competition site.

6.4. Cost of transport for personnel/sailplanes from overseas, concession, discounts

None

6.5. Any over cost for competitors

Catering, accommodation

Price list

<i>Entry fee</i>	<i>800 €</i>
<i>Self launched glider (per flight day)</i>	<i>10 €</i>
<i>Aero towing up to 900m MSL</i>	<i>50 €</i>
<i>Camping at airfield (each day per head)</i>	<i>10 €</i>
<i>Full food (breakfast, victuals and dinner)</i>	<i>30 €</i>
<i>Partly food (breakfast and victuals)</i>	<i>15 €</i>

Roughly calculated example for one crew assisting (catering and accommodation on the competition site)

<i>Aero towing up to 900m MSL</i>	<i>50 € one flight</i>
<i>Accommodation in the camping site</i>	<i>20 € for 2 persons</i>
<i>Full food in the competition restaurant</i>	<i>60 € for 2 persons</i>

130 € par day

6.6. Team cost (roughly calculated examples for two persons)

15 days x 130 € = 1 950 € (one aero tow + camping + full food competition restaurant)

15 days x 70 € = 1 050 € (one aero tow + camping + without food)



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7. SAILPLANES HIRING

7.1. Possibilities

Yes. Fly test mandatory

7.2. Approximate cost

150 € to 200 € by day

2.000 € to 3.000 € for the competition.

8. TRAINING POSSIBILITIES

8.1. Are the Organizers prepared to hold a competition with international participation and similar rules at the contest site the year before the Championship?

We organise every year an international contest (CMVVM – Website : <http://www.vinon-soaring>) in which National Teams could participate.

Moreover, Vinon is scheduled by the French Gliding Federation to organize the French National Championships in 2014 (Club class).

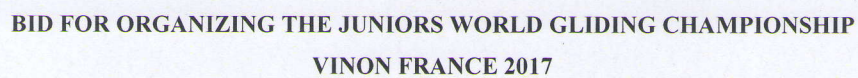
8.1.1. If so, how many international competitors can be accepted?

About 120

8.2. What airfields are available for training purpose?

VINON	LNNF
ST AUBAN	LFMX
PUIMOISSON	LFTP
SISTERON	LFNS
GAP	LFNA
BARCELONNETTE	LFMR
ST CREPIN	LFNC





APPENDICE 1



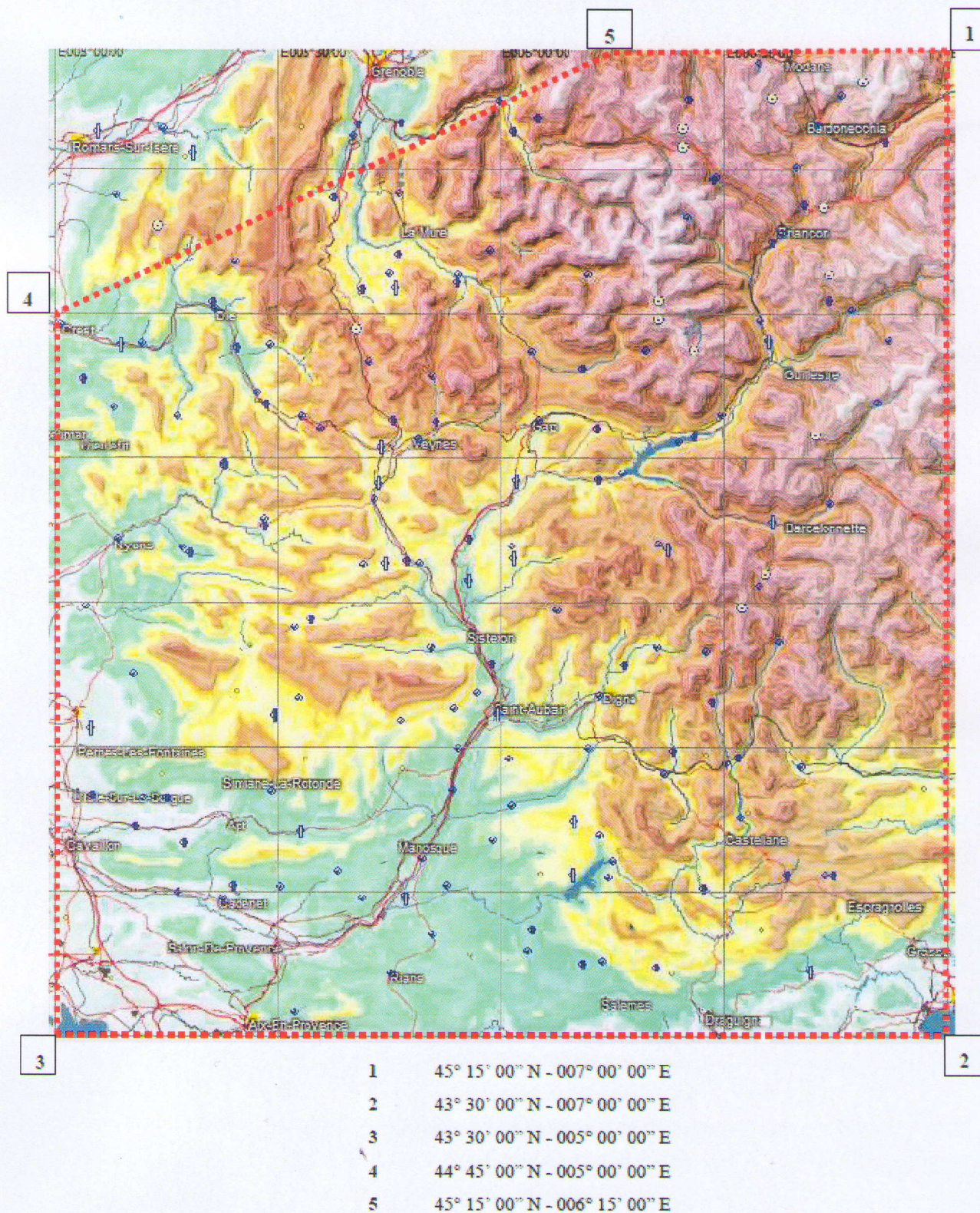


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APPENDICE 1

CONTEST AREA BOUNDARY



ASSOCIATION AERONAUTIQUE VERDON ALPILLES

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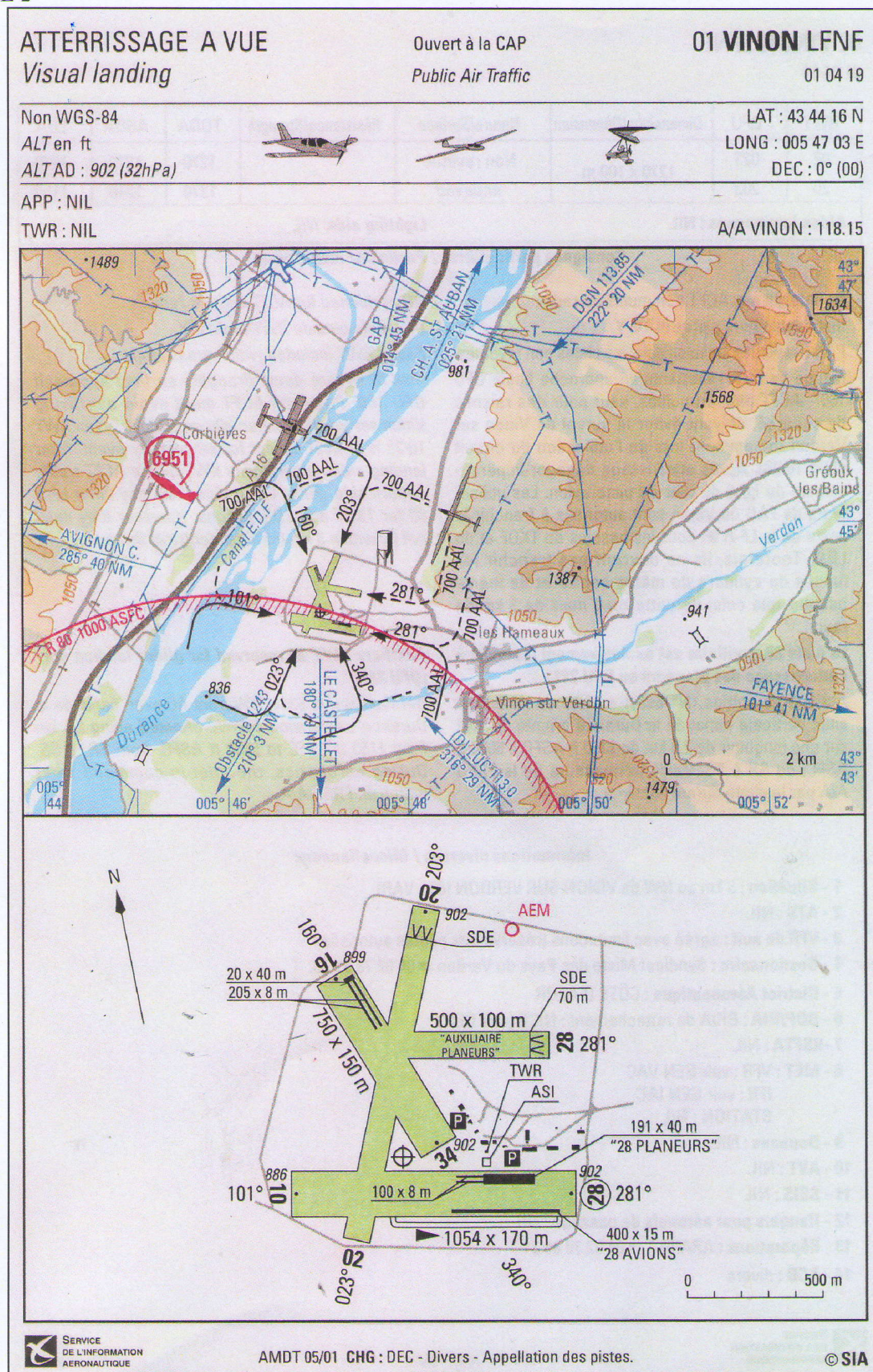
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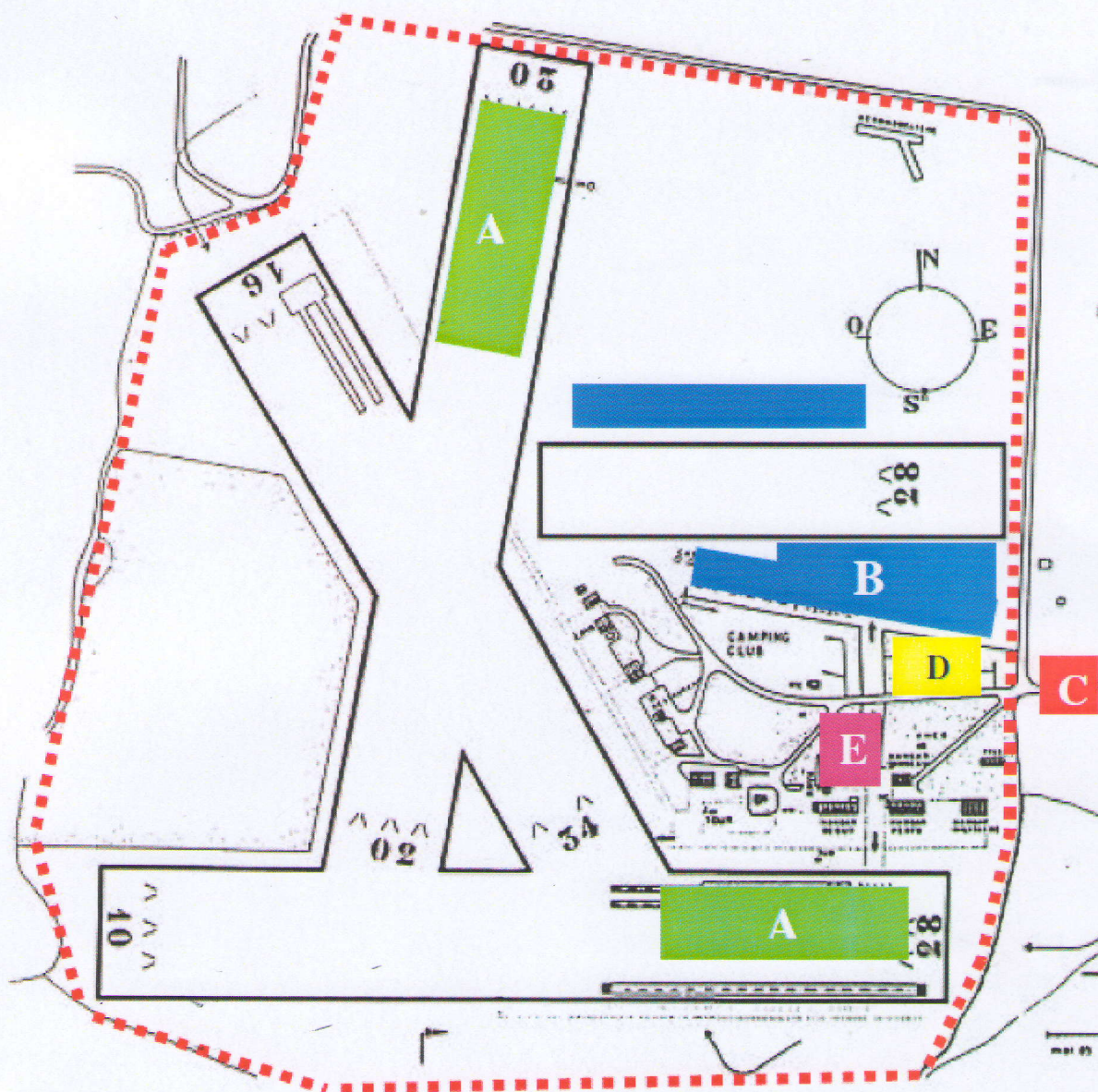


APPENDICE 2



APPENDICE 3

MAP OF THE CHAMPIONSHIPS SITE
CHAMPIONSHIPS SITE BOUNDARY



- Championships Site Boundary
- A Grid (Rwy 20 and Rwy 28)
- B Parking (Trailers and Sailplanes)
- C Main Entrance
- D Camping
- E Competition Life Area (Info Desk, Briefing, Restaurant, Ceremonies)



Championships Site Boundary

- | | | |
|---|-----------------------|---|
| A | Grid | (Rwy 20 and Rwy 28) |
| B | Parking | (Trailers and Sailplanes) |
| C | Main Entrance | |
| D | Camping | |
| E | Competition Life Area | (Info Desk, Briefing, Restaurant, Ceremonies) |