World and Continental Gliding Championships

Initial Bid Form

All the information sought in this bid document must be completed prior to its submission. Details, such as a diagram of the airfield, may be included as an Annex. When completed an electronic copy of this form must be sent to the IGC Bid Specialist (rbradley@telkomsa.net) before the closing deadline of September 30 of the year prior to the presentation of the Bid to the IGC Plenary. When the information on this form has been checked and amended as necessary, the IGC Bid Specialist will forward it to the IGC Secretary.

Applicant:

Name: AEROKLUB POLSKI

Date of Application: 30.12.2013

Organising Gliding Club or other organisation:

Aeroklub Częstochowski
Lotnisko Rudniki
Kościelec, ul Jana Pawła II 101
42-240 Rudniki
Phone/fax: +48 34 327-97-55
email: dyrektor@aeroklub.czest.pl

Name and address of National Aero Club:

Aeroklub Polski
ul. 17 Stycznia 39
00-906 Warszawa
E-Mail: komisja@szybowce.pl
Contact person: Tomasz Rubaj

Proposed Competition Director: *(provide the name and a brief resume)*

Przemysław Łośko – Director of Aeroklub Częstochowski

Proposed Organisation of the event: *(provide brief details of the timescale proposed for the organisation of the event, including any critical milestones and any financial constraints)*

Competition is intended to be held in July/August 2017 (30.07-19.08.2017). During organisation of the event local and national aeroclub funds will be used with a support from government and local authorities. We expect also some interest from sponsors.

Airfield:

Rudniki (EPRU)

Contact person (for the applicant):

Name: Artur Osmulski
Address: Kościelec, ul Jana Pawła II 101, 42-240 Rudniki
Email address: aosmulski@wp.pl
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1. Event and Year

1.1 Name of Competition *(classes to be competed)*

The 19th European Gliding Championships 2017 in Open, 18m and 15m classes.

1.2 Year of event:

2017

2. Site

2.1 Name of the airfield: Rudniki (ICAO code - EPRU)

2.1.1 Co-ordinates (ARP)

50° 53' 10.8" N 019° 12' 08.9"E

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

Częstochowa – 12 km (population: 234 000), Radomsko – 33 km (pop. 48 000), Katowice – 84 km (pop. 307 000)
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2.1.3 Experience of airfield staff in organising championships

2011 – XXXVI Polish National Championships in Open Class (May 2011)
2011 – IV Polish National Championships in World Class (August 2011)
2012 – V Polish National Championships in 18m Class (April 2012)
2013 - Polish National Championships in 15m Class (June 2013)
2013 - Polish National Championships in Open Class (August 2013)

2.2 Proposed period for the event

July/August 2017 (17.07-05.08.2017)

2.2.1 Training Dates

17.07-22.07.2017

2.2.2 Competition Dates

23.07-05.08.2017

2.2.3 Alternate dates for training *(preferably greater than 3 weeks from primary bid dates in 2.2.1)*

01.05 – 07.05.2017

2.2.4 Alternate dates for competition *(preferably greater than 3 weeks from primary bid dates in 2.2.2)*

08.05 - 21.05.2017

2.3. Airfield operating data *(provide details for the following)*

Total area of the airfield is approximately 120 Hectares

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

Concrete runway RWY 08/26 1800x60m and
two grass runways RWY 08/26 800x200m

View of the airfield (looking from west to east)

View of the airfield (looking from south to north)

View of hangars, taxiways and airport buildings

2.3.2 Number of towplanes that will be employed – one tow plane for 8 gliders minimum

2.3.3 Meteorological facilities that will be provided - A resident, professional weather man (also a glider pilot) with all the necessary equipment and access to up-to-date meteorogical information.

2.3.4 Parking facilities for gliders - Parking will be arranged on the airfield. There is sufficient parking space for rigged gliders on the airfield.

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2.3.5 Repair facilities for gliders – Minor repairs may be performed in aero club workshop. Nearest certified glider service is ~150 kms away (Bielsko-Biala, Zar, Leszno).

2.3.6 Repair facilities for radios and instruments – Minor repairs may be performed on site. Nearest certified avionics service is ~150 kms away (Bielsko-Biala).

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2.3.7 Oxygen requirements and supply facilities, if required - Oxygen is neither needed, required nor supplied.

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

We will take reasonable measures to avoid and reduce unnecessary noise pollution. Furthermore, environmental measures will be provided to keep the airfield clean and the closest area clean. It is also of importance to us, to maintain competitors awareness of environmental issues.

2.4 Airfield Infrastructure *(provide descriptions for the following facilities at the airfield)*

2.4.1 Briefing Room - Briefing will be held in a sufficient size briefing room located in the main hangar and equipped with Public Address and Data Projection systems.

2.4.2 Common Room(s) for the competitors - Necessary facilities for the Teams will be provided in the airfield area in portakabins or marquee tents, which will include Internet connection, at a reasonable cost.

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2.4.3 Meeting Room for the International Jury - A secure meeting room will be available.

2.4.4 Press Centre - Working space for journalists will be arranged in the designated press centre within the main building complex and equipped with phone, fax and internet connection.

2.4.5 Communication and internet equipment - The GSM coverage throughout the contest area is very good and there is no need for extra fixed line telephones. The teams are required to bring their own mobile phones. All Polish GSM providers offer prepaid SIM-cards. Efficient internet Wi-Fi is available on-site in airport biulding and around.

2.4.6 Post and Banking - The nearest full service post office and numerous banks can be found in the city of Czestochowa (10 km). International credit and debit cards are accepted for most of the payments on the airfield.

2.4.7 Insurance availability - Assistance with personal health insurance and third party liability insurance for gliders will be available before the competition on request.

2.4.8 Toilets, wash rooms and shower rooms - There is sufficient number of toilets, washrooms and shower rooms available on site.

2.4.9 Car parking - There is sufficient parking space on the airfield.

2.4.10 Emergency (including fire) - Firefighting and other ground rescue services are available from the city of Częstochowa and Koscielec town (600 m).

2.4.11 Medical and First Aid - The nearest hospital is approximately 10 km from the airfield. Helicopter Emergency Medical Service is available from cities of Gliwice, Lodz and Krakow. HEMS stations are so dislocated that they can provide rescue in 30 minutes in every location in Poland.
SAR is provided by Rescue Coordination Centre in Warszawa.

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

Not applicable

3. Accommodation and food for competitors *(provide details of the following)*

3.1 Accommodation facilities available in the local area

Hostel with 30 beds available on site. There is a hotel available in Koscielec (1km) and several hotels, hostel and motels in Częstochowa (15 km) and in vicinity of contest site.

3.2 Camping facilities at the airfield

Camping site with sufficient space for tents and caravans on site.

3.3 Catering for competitors at the airfield

There is a buffet at the airfield open early morning until late evening.

4. Competition area *(provide descriptions of the following)*

Mainly central Poland, East, West and South Poland,

4.1 Topography in the contest area

Topography, predominantly flat, with a lot of fields suitable for outlanding.

4.2 A comprehensive survey of meteorological conditions

During July/August we normally expect best soaring conditions with usually 20 flying days a month.
- Average temperature 22º C
- Average cloud base 1 500 m AGL
- Average Thermal Strength 1,5 m/s

4.3 Airspace restrictions in the contest area

Katowice Pyrzowice Airport (EPKT), approximately 60 km in southern direction, with class C airspace limits task setting in this direction. All the other directions are usually not influenced by controlled, restricted, dangerous or prohibited airspace. Military airspace north-west (EPLK) shall be neutralized in large extent for the competition period.

4.4 Typical tasks to be expected

Racing tasks up to 750 km, numerous average speeds up to 115 km/h, some up to 140 km/h.

4.5 Road and traffic conditions

Excellent communication routes in all directions by first and second class roads. Express way junction 1,5 km from the airfield with direct highway connections to the southern and western borders of Poland, and also to the capital city of Warsaw.

5. Rules (*Note: The Championships must be conducted in accordance with Annex A)*

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

5.1.1 Starting procedures

As described in Annex A, p.7.4.3 and 7.4.4

5.1.2 Tasks

Racing and area tasks

5.1.3 Finish procedures

We assume finish ring to be the only method of finish according Annex A.

5.1.4 Scoring

1000 points system.

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5.2 Indicate any particular conditions or possible restrictions that may be applied:

5.2.1 For pilots and crews

Passport with or without visa depending on the country of origin is required according to EU immigration rules.

5.2.2 For sailplane and equipment

The third party liability insurance of gliders must meet the Polish requirements (100'000 SDR for MTOM <= 500kg and 1'500'000 SDR for MTOM > 500kg as of 2009).

5.3 Number of competitors:

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

Rudniki airfield can safely host up to 150 gliders during one event, maximum 50 in each FAI class.

5.3.1.1 Provide explanation for this number

Large airfield (3 parallel runways) provides plenty of space for gridding the gliders. Surrounding area is sufficient for such number of rigged glliders. Other facilities can easily be adjusted to accomodate such number of participants and crews.
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5.3.2 Indicate how the classes will be separated for:

5.3.2.1 Starts

According to Annex A rules, preserving grid and time separation b etween competing classes.

5.3.2.2 On task

Different tasks will be set for each class avoiding common turnpoints and oposite courses.

5.3.2.3 Finishing and landing

No special separation required

6. Costs *(provide details of the following costs in Euros or USD)*

6.1 Entry fee

780 Euro

6.1.1 Services included in the entry fee

- organization
- ICAO chart
- turn points database
- scoring
- meteorogical information
- photocopy of briefing, meteorological and results charts
- Internet Access

6.1.2 Cost of aero tows

48 Euro (calculated assuming that AVGAS prices will not grow more than 10% to the actual level, i.e. level in Dec 2013 – 1,90 Eur/l)

6.2 Price of car fuel per litre/gallon *(estimate)*

Diesel 1,40 EUR/l and Unleaded Petrol (95 grade) 1,40 EUR/l (as of December 2013).

6.3 Rental cars

Range from 40 to 80 EUR per day (as of September 2010).

6.4 Accommodation *(as appropriate for local facilities)*

6.4.1 Hotels - 25-80 Eur/day

6.4.2 Apartments - 20-50 Eur/day

6.4.3 Bed and Breakfast - 15 – 40 Eur/day

6.4.4 Camping - 3 – 6 Eur/day

6.5 Catering *(as appropriate for local facilities)*

6.5.1 Hotels – 7-15 Eur/day

6.5.2 Restaurants - 7-15 Eur/day

6.5.3 Airfield - starts from 5 Euro

6.6 Provide an indicative example for the expected total costs during the contest period for a pilot with 2 crew members

The total cost is the sum of: entry fee, towing costs and acommodation for 3 persons for the period of competition. Assuming 10 tows, and medium plus standard of acommodation, the costs shall not exceed 2200 Euro for one pilot and two crew members.

7. Glider Hiring *(provide information on the following)*

7.1 The availability of local gliders for hire

There is limited number of competitive gliders available for rent in Poland but there is enough possibilities to hire a glider in Germany, Czech Republik or Slovakia. Assistance will be provided to teams on request.

7.2 The costs of hire

7.3 Any restrictions on hire *(e.g. license requirements)*

There are no known restrictions at the time of competition.

8. Glider Import *(provide information on the following)*

8.1 Ports or cities of entry

There are three major ports of entry: Gdańsk, Gdynia and Świnoujście.

8.2 Customs requirements

All necessary data is official and in details is given here:

http://www.refinish.pl/repair/trailer/59-customs

8.3 Customs brokers

For example TNT, Hartwig, Polbod and many others (for example: http://www.portgdansk.pl/addresses/customs-brokers)

8.4 Estimated costs and fees, including cost of transport of containers

Typical costs of road transport (i.e. fuel consumption, road tolls) depending on distance.

9. Training

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

Rudniki (EPRU) will be open for foreign pilots at any time from April until end of July in 2017. There are many other airfields in the area operating every day during the summer months.