

**14<sup>th</sup> European Paragliding Championships,**

**Krushevo,  
Republic of Macedonia**

**09 – 23, July, 2016**



**Annex A  
BID INFORMATION**

**Organisers:**

**NAC / AeroClub: Vozduhoplovna Federacija na Makedonija, VFM**

**Local Organizers: Goran Dimiskovski, Delta Klub Prilep**

**Name of championship: 14<sup>th</sup> European Paragliding Championships**

<b>Proposed dates of Championships:</b>	<b>09 – 23, July, 2016</b>
<b>Proposed Program of Championships:</b>	<b>see in the text</b>
<b>Registration and training task:</b>	<b>Saturday 09 July 2016</b>
<b>Registration and paraglider inspection:</b>	<b>Sunday 10 July 2016</b>
<b>Mandatory Safety meeting:</b>	<b>Sunday 10 July 2016</b>
<b>Team leader briefing at the HQ:</b>	<b>Sunday 10 July 2016</b>
<b>Opening ceremony:</b>	<b>Sunday 10 July 2016</b>
<b>First competition briefing:</b>	<b>Monday 11th July 2016</b>
<b>Contest flying days:</b>	<b>Monday 11th - Saturday 23th January</b>
<b>Prize-giving, closing ceremony:</b>	<b>Saturday 253th January</b>



**Location of championship: Krushevo, Macedonia**

# 1 SCOPE

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Following Organizers conversation with Macedonian NAC officials, as well as all Local Community relevant representatives, we decided to put this bid forward and to present you one of the best possible venues to host 2016 European Paragliding Championships.

Please find here in all details regarding organizing that event in Krushevo, Macedonia.

Intended dates are: **09,July, Saturday – 23, July, Saturday 2016**

Regarding typical services requested from the organizers in order to meet FAI/CIVL standards, I sincerely believe that myself as well as my team, can meet them and provide competitive, safe and fair environment for a high profile paragliding event. We were already tested in different events and proved that we are capable of handling such a task with responsibility and confidence needed.

Also, site itself, with it's very predictable and reliable weather, friendly and easily understandable meteorology and topology and not to be overseen, with it's blend of folklore and tradition, is providing unique experience that may last for a lifetime.

Some of the members of the organizational team are linked with this place for life, knowing how to fly it, how to live it, how to make others use it's potential to the maximum.

Other members of the team, coming from the international high level competition scene, are widely recognized experts in their specific domain like: event management, live tracking and associated activities, scoring and related software development, filming and media.

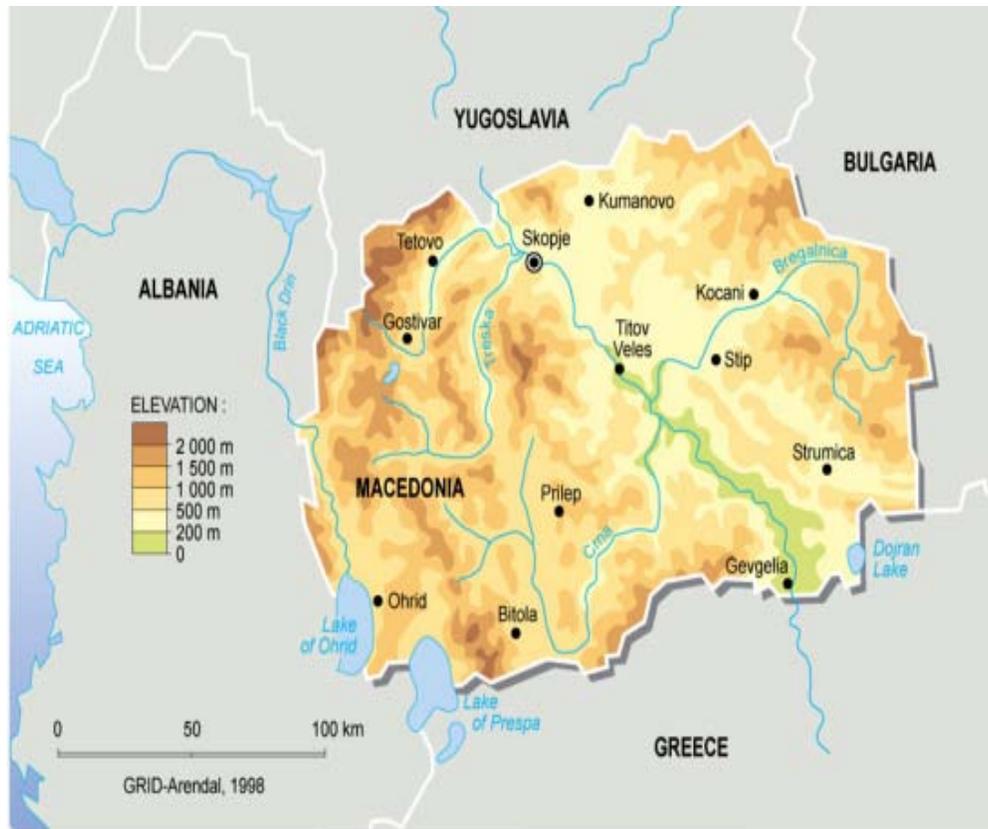
This team posses all of the organizational and communication skills needed to make this event sportively excellent and in the same time pleasurable experience.

Macedonia is considered like cradle of culture but it is also good to know that proposed competition site, Krushevo, might be considered as paragliding cradle of Vol Libre (among handful of other sites worldwide), as first flights from this site with paragliders were performed in 1989. Competitions followed, and all experience gained in meantime will be at your disposal if you accept this bid.

## 2 INTRODUCTION

### General info on the region:

- Official name: Republic of Macedonia
- Capital: Skopje, one of two International Airports in the country
- Area: total: 25,333 sq. km water: 477 sq. km land: 24,856 sq km
- Climate: warm, dry summers and autumns and relatively cold winters with heavy snowfall
- Location: South-eastern Europe
- Geographic coordinates: 41 50 N, 22 00 E
- Border countries: Albania 151 km, Bulgaria 148 km, Greece 246 km, Serbia and Montenegro 221 km
- Terrain: mountainous territory covered with deep basins and valleys; three large lakes, each divided by a frontier line; country bisected by the Vardar River
- Elevation extremes: Lowest point: Vardar River 50 m, Highest point: Golem Korab 2,753 m
- Name of the Competition site: Krushevo
- Name of the main flying arena: Pelagonija Valley



### 3. THE VENUE

#### 3.1 Flying area

- **Local Area info:**

The competition area is in the Middle –South West part of the country. It is a biggest valley in the country named Pelagonija, surrounded with three independent mountain chains on the North, East and West and open to the south to Greece and to the mild influence of the typical Mediterranean climatic zone.

Wider region topographic:

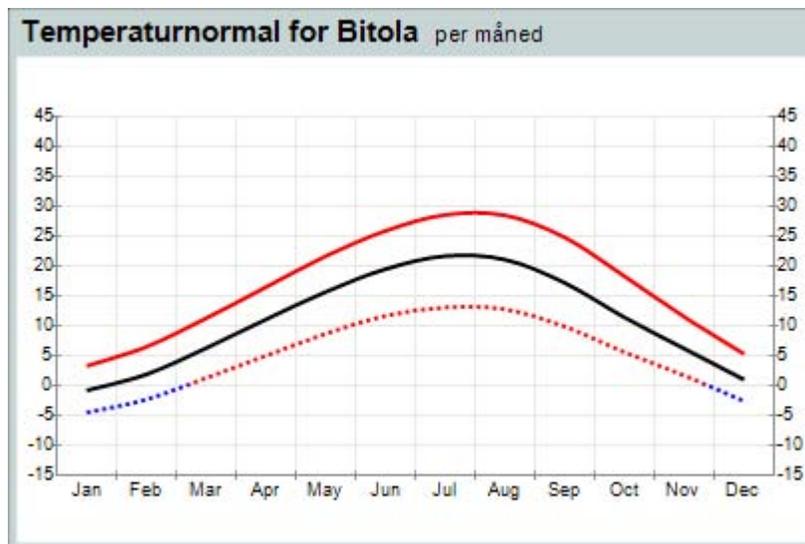


As summer like feeling is hitting the region quite early in the year, averaging temperatures of 25degrees Celsius, or so, already in April - May, proposed dates are considered as best in terms of predictable yet sufficiently unstable for organizing high profile paragliding comp.

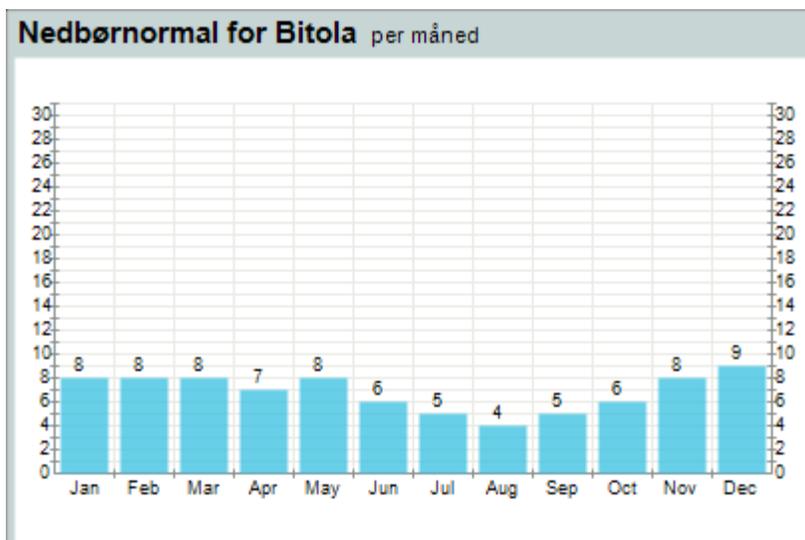
End of July is the period of the year with highest temperature differences in between day and night providing continuous thermal activity starting around 10 AM finishing around 5PM.

You may find some statistics bellow:

Temperatures:



Rainy days:



The region is characterized with permanent influence of the NW wind which is typical for Macedonia all year long.

However, wind strength is usually not an issue for the Pelagonia region as it is heavily influenced by the local thermal breeze and local easterly winds creating very dependable flying conditions alongside the main Mountain chain with two main take offs in the first part of the day.

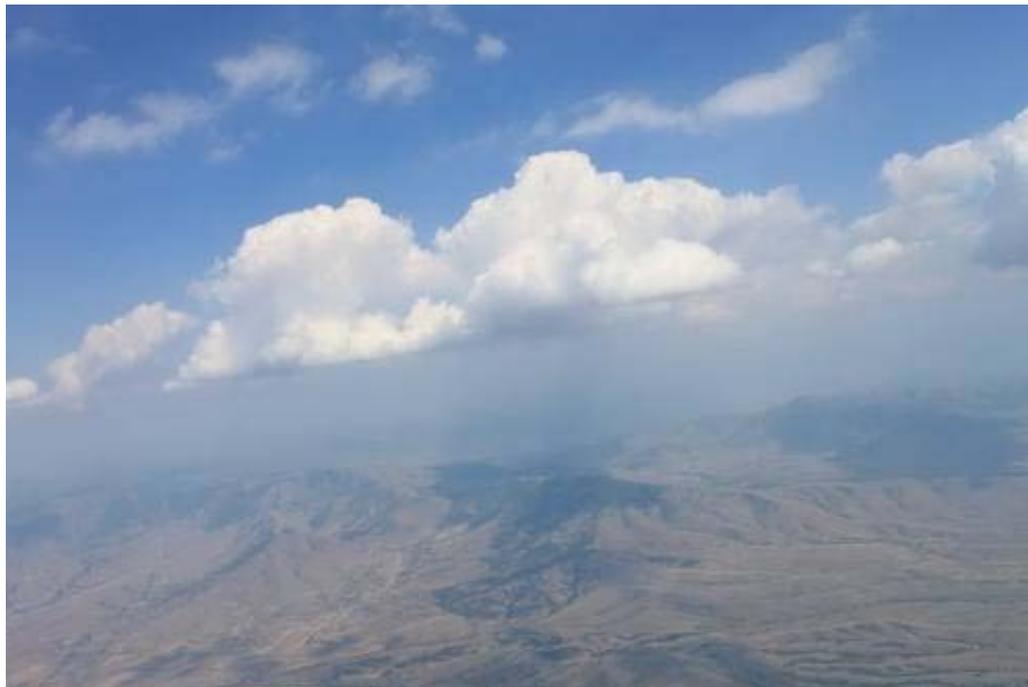
As North wind is penetrating the valley latter in the day, permanent cycles of thermals are created in the valley giving a possibility for interesting fast and tactical crossings in between chains on the opposite sides facing to each other.

In the recent years we were constantly averaging 5 flying days out of 7, with only one competition fully blown out due to frontal and post frontal meteorological conditions in the late Nineties.

Meteorology of the flying area is exceptionally straightforward, easy to understand, follow and predict.

- **Flight Area:**

North far end of the valley:



There are four main take off. Two of them on the main ridge, within a walking distance from the HQ hotel and from the competition bus terminal. All departures and final arrivals of the pilots are organized from there.

- Main take off 1: Meckin Kamen East. Covering NE, E, SE wind directions, elevation 1450 m asl, suitable for up to 150 competitors, asphalt access road, sporadic green grass mainly dried one, generally clean, without any kind of obstacles, surrounded with nearby woods with heavy shadow for briefing. It is characterized with highly defined house thermals making beginning of the task as well as start pylon waiting quite easy. It is on the top of the mountain with broad view so it is easy for MD to monitor beginning of the task, possible overcrowding or another safety risks. We are using this take off in the 90% of the flying days.
- Main take off 2: Meckin Kamen West. Covering NW, W, SW wind directions, elevation 1480 m asl, suitable for up 130 competitors in regular take off conditions, in case of strong wind or dominant cross wind, ordered launch might be needed on this take off. Some of the best flights in the region started from here. It is on the top of the mountain also with broad view so it is easy for MD monitor beginning of the task, possible overcrowding or another safety risks. Asphalt road is approaching this one too, it is in the walking distance from the East take off even if pilot is fully geared up, quite convenient in the case of rapid changes in the wind direction. In such an occasion both take off might be in use simultaneously upon the task committee or MD decision.  
At the top of the mountain, there is a dedicated helicopter landing place, 300 meters from the East T.O. and something like 100 meters from the west T.O.

We managed to run very successful tasks from this T.O. In certain difficult wind conditions, ordered lunch might be considered. Anyway that is not creating a problem as there is enough place for gearing up and queuing prior to entering the gate.

West Take Off:



And the East one:



- Take Off Sliva:

This take off is situated on the opposite side of the valley, at the Sliva mountain chain. Facing to West, suitable for dominant and strong NW, W, SW winds. We are using this one on rare occasions only, when wind strength is not allowing safe start of the task from the main T.O. With an elevation of 1222 m asl, it is a lower take off and wind strength is usually not exceeding values that are too high for a safe takeoffs and safe tasks in general.

Sliva Mountains:



- Take Offs: Treskavec

Recently a new T.O. Was opened at the location of Treskavec Monastery, that is giving even more opportunities to organize successful and safe tasks. It is opened to the same wind directions as Sliva take off , but access is provided on brand new asphalt road which is very convenient.

Also, in case of para waiting, a spectacular 11<sup>th</sup> century, completely

preserved orthodox Church with Monastery complex is just near by.  
To visit such a venue is unique experience for everyone.

Treskavec Take Offs:



Red arrows on the picture are pointing to the S, SW take off (right) and NW, W take of (left). Monastery complex is on the top.

Typical day in the region:



- Landings:

In general landing fields are not an issue as it is a flat and wide valley and we are able to organize official landings almost everywhere.

There are three landings mostly in use.

Main one is just below the Meckin Kamen East take off. Asphalt road is touching it, wide green grass covered field, open to any approaching direction, safe on the main road to T.O, communal buses are passing by as well as numerous locals.

Next one is a Sport Airfield with no activity at all due to some deformations on the grassy airstrip. It is on the main road in between Krushevo and Prilep easy to access with any kind of transportation, snacks and drinks can be easily provided by the organizer. In the days with uncertain wind pattern this landing is perfect as it is in the middle of the Valley so no risk of any kind when using it.

Middle of the valley:



Third one is the South landing field, nearby border with Greece, 60 km South from the main T.O. We are using this one in the case of prominent North winds in combination with fast zigzag downwind tasks combined with short upwind legs through the flats. Again, it is touching the main asphalt road to Bitola, regional centre, very open and safe.

- **Tasks**

Virtually any kind of task is possible within the flying area. And all of them have been tried. Different triangles combining mountain leg with two flatland legs, triangles with three flatland legs, along ridge fast out and return, square tasks along the valley borders, wind rose style tasks or combination of previously mentioned ones. It is up to the quality and level of the task committee to choose the best possible task for the day.

Distances that are usually possible within the flyable period of the day are around 100 km.

To the South:

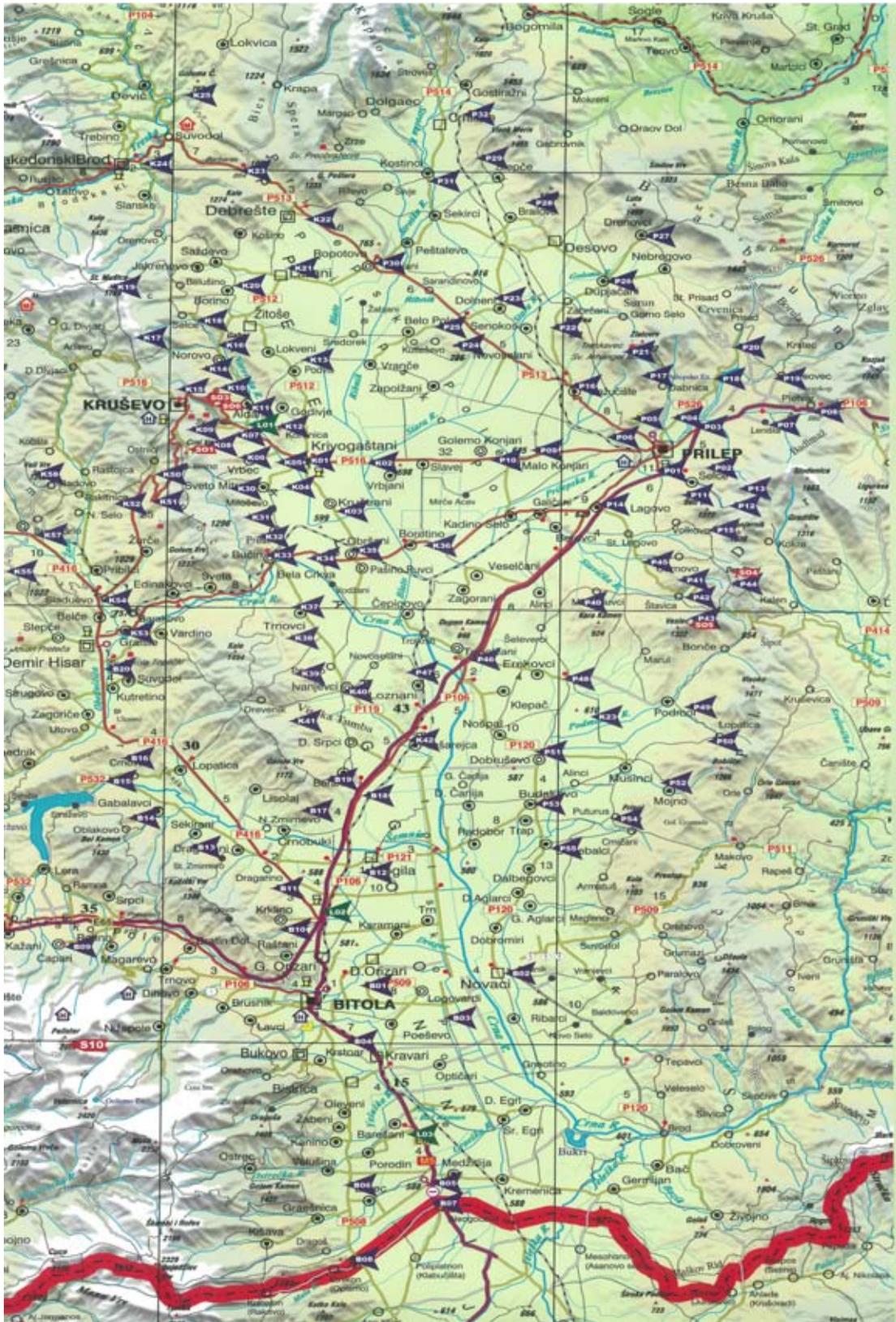


Task Map:

Intended task map is of very high quality with all necessary layers implemented. Main and local roads as well as all villages are clearly visible and map itself is very useful for once on the ground orientation and navigation.

All turpoints are checked multiple times, they are proven to be safe as well as all of the official landings. Names and coordinates of the turnpoints are also printed on the side of the map for a reference.

Map will be printed on high quality paper in A3 format. Also, same map will be available in huge format at the tasks briefings for better visualization of the task for that particular day.



## **Airspace and Other Restrictions:**

One of the most important things regarding this flying site is that it is free from any kind of airspace limitations. In close collaboration with the authorities, we manage to keep it this way for years. NOTAM will be issued for the site and the dates, so all messieurs will be taken to provide open and safe flight arena.

## **4 ATTRACTIONS:**

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Major attractions, things to do, swimming areas, etc:

- The town of Krushevo is an attraction by itself. Suited at 1400 m. agl is one of the rare places where you are accommodated at the top of the mountain just minutes from the take off. It is full of historical points of interests, churches and monuments.



- Lake of Ohrid is just 70 km away, offering wonderful beaches and summer holiday facilities, endemic fish plates, more than 400 churches from early days of Christianity. Ohrid is UNESCO protected like World heritage site.



More details are available at:

<http://www.lonelyplanet.com/macedonia/southern-macedonia/ohrid>

- Usual outdoor activities are also an option, interesting hiking routes, mountain bike tracks, walks in untouched nature....

## 5 ACCOMMODATION

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All prices refers to the expected ones in 2014:

- Being an associated member and still not formally within EU, Macedonia and especially Krushevo, may be considered as cheap destinations compared to the EU countries or Turkey for example.
- Accommodation examples:
- Private houses accommodation, rooms for rent, starting price around 10 -15€ per night, per person. Usually very clean with nice people, fairly familiar atmosphere.
- Dedicated villas for rent: rooms and or flats for rent, prices varying around 20,00-25,00 €, per person, per night, usually only house keeper, more privacy, usually equipped with kitchen. Examples: <http://vilagora.com/eng/>, <http://www.lakola.com.mk/en/index.html>, both of them being on the more expensive side of the offer.

Hotel Montana Palas,



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is

more details may be obtained through:

[www.montanapalاس.com](http://www.montanapalاس.com)

This hotel will provide all facilities needed like HQ, Conference room, main accomodation, meeting room.....

It is also providing higher profile accommodation with a price for pilots in the range around 20 € - 25€ per night, double room.

- Of course there are much more options suitable for any taste or any budget. Same applies for the food and drinks, in general all of them biased to the cheaper side of the price tags. Examples: sandwiches 2,00 – 3,00 €, pizza 3,50 -6,00 €, full meal – local stuff 10,00 – 15,00 €, beer in a market 0,5l can 0,60 €, beer in a local bar up to 2,50 €, same applies to the soft drinks.
- There is an option for a small free camping at the take-off, however, no facilities and with limited space. Pure nature, usually occupied with pilots on the basis “if there is a place, it is yours “Not moderated at all. Certainly, some criteria have to be respected in order to avoid confrontations with the local authorities.

We will provide all services needed in order to help to coordinate and accommodate all pilots. Person in charge will be announced with all necessary contacts on the dedicated web site of the comp.

## 6 TRANSPORTATION INFO:

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Brand new Skopje Airport:



Airport Local Transfer:

- Local transfer from the Skopje airport to Krushevo will be organized on personal basis with each pilot that will need such a service. Fee for this service will be 20,00 €, one way. Buses and taxis will be used. Please note that early notice is expected in order to organize this service properly.

Local circulation:

- If more serious trips around Macedonia or neighboring Greece are part of the individual plan, we strongly recommend car rental to be arranged at Skopje Airport, in advance, to avoid unfair prices that might be experienced if arranging something at site. If assistance is needed we will be happy to provide it.
- On non flyable days trips to Lake Ohrid, most famous tourist destination in the country will be organized using the transportation means already in place

i.e. competition buses. Transfers to Ohrid will be included in the entry fee, however this applies only when buses are at least 2/3 full for such a trip. Also visiting cities of Bitola and Prilep are an option to be considered. Numerous monasteries and churches with special heritage value are displaced in the region, visiting them is also an option.

- In case of smaller groups, fee will apply according to the destination and personal preferences of the group

## 7 GENERAL SAFETY

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### **7.1 First Aid and Medical Assistance:**

First aid will be provided by the team present at the T.O. We will have dedicated medical crew with equipped ambulance car every morning available before activities started.

Also, mountain rescue team will be available on the T.O. during launching. All potential incidents will be handled at site and if further assistance is needed, pilot will be transported to the facility most appropriate.

### **7.2 Hospital Assistance:**

In the region we have available three hospitals:

Hospital in Krushevo. It is lower profile hospital, providing basic care, treating fractures, wounds and ordinary illnesses. Usually they are redirecting more demanding patients immediately to the:

Polyclinic in Prilep (25 min drive in ambulance) or to:  
Polyclinic in Bitola (45 min drive in ambulance)

Both hospitals are fully equipped and providing accommodation during the period of recovery. However, proper insurance to receive all services is required.

If further assistance is needed, especially in life threatening situations, patients are transported to Skopje where we have lot of Hospitals at every level of service and care.

Transportation to Skopje if needed is provided by ambulance cars or helicopters in case of extreme urgency.

### **7.3 Mountain Rescue**

The town of Krushevo has its own dedicated Mountain rescue team. They are licensed for such an activity and quite experienced with paragliding related incidents. Please note that their arrangement is to take care of the pilot himself. In case of complicated equipment rescuing that is time and effort demanding some fee may apply.

### **7.4 Helicopter Casualty Evacuation**

Helicopter rescue is available in Macedonia. In order to have this service provided we contacted our Ministry of Internal Affairs which is the responsible body in the country. Helicopter and the crew are based in Skopje, response time is approximately 45 min, depending on other incidents going on at the moment. Service is activated and deactivated on a daily basis. During the actual task, we have permanent phone contact with the pilot and the crew.

Please note that we will activate this service only when we have a pilot's life endangered. We can't use a helicopter for mountain rescues that are not life threatening. For such cases we will use our mountain rescue team.

At the main take off there is a landing pad if assistance is needed there. On the task lines there are numerous suitable places for helicopter landings that are adding responsiveness to the helicopter service.

### **7.5 Liaison with police, military, public services:**

We are working very close with all subjects within civilian services domain at the local level. Full support to our activities will be demonstrated on their side in order to provide an environment suitable for executing high profile sport events.

Daily regulation of the traffic (if needed) as well as physical surveillance and assistance from the police officers will be at hand for the pilots and officials.

## **7.6 Incident logging:**

Krushevo is well known for its extremely low incident rate. We ran dozens of comps without a single incident. However, we had fatality in 2007 during the Nordic Open, involving elderly person, using cytostatics confirmed by the investigation at the time. It happened on Selecka Mountain, in mediocre meteo conditions, pilot crashed into the rocks without any understandable reasons.

Apart of that we had few rescues and three landings spread on the time span of more than 20 years of active usage of the site.

## **8 PROPOSED PROGRAM**

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### **8.1 Daily Programme**

08:15 Team Leaders Briefing in the HQ

09:00 Informational Briefing in the HQ, results from the previous task

10:00 Start of transportation to the T.O.

11:00 Distribution of lunch packs and Live Trackers at T.O.

11:45 Task Briefing

12:30 Window opening

18:00 Last landing

19:00 Downloading process, trackers recuperation

21:00 Provisional Results

### **8.2 Parties During the Comp**

As Krushevo is also known for its ethnic specifics and tradition, parties will be organized to reflect folklore, traditional foods and drinks in collaboration with local people, restaurants and bars. Timing of those parties will be defined according to the weather conditions and suitably announced on the task briefing well in advance.

### **8.3 Prize Giving Party**

It will be organized on main city square in case of favourable weather or in the Conference Room of Hotel Montana (intended H.Q.) if the weather conditions are not permitting outdoor event. Traditional dances and folklore will be performed. Presence of the Officials will be assured.

### **8.4 Talks about interesting flying topics for Pilots**

We can use a Conference Room in Montana Hotel for such an event. From our side we can provide an extensive presentation on the local flying area, wind pattern, possible tasks, how to fly them and all info related.

From my personal side, I can provide detailed insight in the current paragliding affairs, directions of movement, 2016 season details and similar topics.

Also, if anyone from the broader pilots – team leaders - officials field is willing to have his/her own session, we will be happy to assist in organizing it and support it with all means necessary.

## **9 COMPETITION**

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### **9.1 Registration**

What is required from Pilot at registration?

- Valid Pilot and FAI Licence
- Appropriate Medical Insurance certificate
- Appropriate Third Party Liability Insurance certificate
- Signing a waiver of release of liability

### **9.2 T-Shirts**

Will be provided

### **9.3 Lunch Packs**

See Below

### **9.4 Take Off**

Net will be provided, or some other protection for the wings, although, Take Offs are good enough even without a net. There are no rocks so that is not an issue. All necessary preparations on the T.O. will be performed prior to the comp.

### **9.5 Waypoints**

File is available to be presented if needed.

### **9.6 Airspace Restrictions**

No restrictions

### **9.7 Scoring**

As discussed, Ulric Jessop is intended scorer at the moment. That will provide the best and most reliable service in the actual competition world. Coupled with the local staff assistance, this setup will provide super fast and reliable registration process as well as undisturbed and efficient downloads and results on day by day basis.

### **9.8 Downloads**

Refer to the point above

### **9.9 Transfer to Launch**

Transfers to the T.O. Are starting from the HQ, in front of Hotel Montana where we have appropriate parking place for manipulating vehicles, gliders and other equipment. From there, transfer to the main T.O. Is taking 7 minutes. It is usually efficient and well organized with zero stress, important for the day to start well.

### **9.10 Retrievals**

Transportation is organized on the 150 pilots calculation basis. It consists of:

- One big bus, usually designated to the goal with capacity of 54 places.
- One medium size bus with 30 places.
- Four medium sized buses working in cycles like shuttle buses with 18 places.
- One 9 seat bus.
- One truck driving along the course collecting gliders for more comfort in the buses for the pilots.

Buses are equipped with AC, drivers are familiar with typical pilots needs and behavior and will have helpers (navigators) to facilitate efficient pilots recuperating.

Helpers are English speaking, mobile phone, radio and gps on board.

This set up is tried and tested and suitable to the place and road network in place.

### **SMS**

- Local SIM cards at symbolic price of cca. 2.5 eur will be offered at registration. Pilots are advised to bring old style mobile phone with standard SIM card slot or adequate adapter for micro SIM.
- Retrieve system is SMS based so using local SIMs is of crucial importance

### **Radio**

- Radio usage is aloud within the comp and on allocated frequencies. It is strongly advised that each competitor use VHF hand-held radio on dedicated Safety and retrieve frequency. As a reference we are usually working on 145.320 for safety and 145.425 for retrieve.

### **Telephone**

- As mentioned SIM cards will be available, they usually have certain amount of free minutes within the competition group that are more than sufficient for one week of ordinary comp communication. Also, it is very easy to recharge your SIM at almost every corner for very modest price.

### **Live Tracking**

- At the moment, I am personally at the forefront of “dedicated for paragliding” LT development. That is giving us (organizers) an opportunity to select the best possible option available in 2016. Things are moving fast in multiple directions but as preciously mentioned, LT

will be in place at highest available standard.

What ever the case we will provide LT for this event with all necessities like monitors in HQ, monitors on the terrace of the hotel or in the bar.

## 10 WHAT IS PROVIDED:

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- Registration procedure, uploading of turn points
- Pilot info package including: Local guide to Macedonia and particularly Krushevo, T-Shirt of the competition in high quality materials, presents of the sponsors.
- High Quality Map of the flying area in multicolour standard, A3 format, with turn points plotted, waypoints with coordinates and names listed, road network for retrievals indicated.
- All transportation, shuttle buses to the take off, all retrievals from the main road network previously defined on each task briefing.
- Downloading of the track logs, calculating and displaying of the results.
- Lunch pack (water in 0,5 litre bottles on the first day, suitable for refilling as water is drinkable all over the place), energy bar, fruit.
- Parties for the pilots, including food and certain amount of free beer, in a previously arranged restaurant or a bar. If going out of Krushevo, transportation will be covered.
- All local fees to the NAC, civil aviation local Authorities,
- Rescue team for mountain operations, equipped and licensed.
- Ambulance on the take off, fully equipped and mobile, moving in the direction of the landing for the particular task.
- Please note that this calculation is based on 130 pilots participating. This is the maximum number of pilots we would like to work with due to the transport capabilities and prices, safety reasons and man power at our disposal.

### **Optional:**

- Local transfer from the Skopje airport to Krushevo will be organized on personal basis with each pilot that will need such a service. Fee for this service will be 25,00 €,one way.
- Lunch pack modification might be organized on personal basis with the pilots within the originally calculated price.
- Local visits to tourist destinations might be organized upon a fee previously presented.
- Additional parties or dinners might be organized for the teamy, group of pilots or for the officials upon a fee.
- SIM cards from the cheapest local mobile operator will be provided at the registration. As the retrieval system is SMS based, we will put efforts in providing the best deal to the pilots.

## **11 COST AND FINANCES**

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### **Sponsorship**

At the moment of writing no sponsors were approached as there is no clear confirmation that this event will be granted to my organization. However, Macedonia is difficult country sponsoring wise, so only internationally exposed paragliding companies that may have interest in partnering with us in order to promote this event will be approached.

## 12 SUMMARY

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I am really motivated to make this comp successful event, as that will be another proof that this team is up to the most serious tasks. Also, we would like to demonstrate once again, fantastic capabilities of Krushevo flying arena as a reference competition site.

We already made **Nordic Open, Slovenian Open, Croatian Open, Czech Open, Polish Open, Ukrainian Open numerous times, Russian Cup, 3 Pre World Cups, World Cup in 2012**, we will organize **World Cup in 2014**, so I think we deserve your trust.

Regards,

Goran Dimiskovski  
on behalf of Organizational Team

