



## **Annex A:**

### ***Bid to host the 19<sup>th</sup> FAI European Hang Gliding Championship - Class 1 "Arangoiti 2014"***

#### **1. Organisers**

Federación Navarra de los Deportes Aéreos  
Real Federación Aeronáutica Española - RFAE

#### **2. Name of the Championship**

19<sup>th</sup> FAI European Hang Gliding Championship - Class 1 "Arangoiti 2014"

#### **3. Proposed dates of Championship**

Pre-Euros 2013 (practice event): August 12<sup>th</sup> - 18<sup>th</sup> 2013

#### **19<sup>th</sup> European HG Championship – Class 1**

Registration: 7<sup>th</sup> to 9<sup>th</sup> July 2014

Opening Ceremony: July 8<sup>th</sup> 2014

Practice days: July 8<sup>th</sup> (free flying) and August 9<sup>th</sup> (task)

Competition flying days: July 10<sup>th</sup> - 19<sup>th</sup>

Closing & Prize Giving Ceremony: July 20<sup>th</sup>

#### **4. Location of Championship**

Flying site: Monte Arangoiti in Sierra Leire (42°38'44,40"N 1°11'39,93"W)  
City – Lumbier – Navarra – Spain

#### **5. Launch sites**

Flying site: Monte Arangoiti in Sierra Leire (42°38'44,40"N 1°11'39,93"W)  
Two launch sites; take off directions, North and South, predominant winds.  
Nearest towns: Sangüesa & Lumbier; 28 km, 35 min. on a very good paved road from Lumbier to launch.  
Nearest larger city: Pamplona 40km from Lumbier, on a very good motorway.

Four National Championships have been held in Arangoiti in 1989, 1992, 2006 & 2008

The competition team is highly experienced. Both event organizers: Jose Javier Alvarez Castillejo (Casti) & Jose Manuel Sánchez García (Juaki) have organized several national championships, World Championship 2001 in Algodonales, European Championship in 2010 Ager, among many other competitions.

We will run a Category 2 test event – Pre-European championship in August 2013, 12th to 18th.

Claudia Mejia de la Pava, in the organizing team will be present at both events as a CIVL steward..

## **6. Launch sites details**

There are two launch areas. A lower launch facing North (1270 m asl) and the highest launch area (1330 m asl) that has two launch possibilities: one facing north and one facing south to the valley of the lake of Yesa. This last launch is the most commonly used one, as it allows to launch in both directions with no need to de-rigg the glider in case the wind changes. Both launches are very large and allow several ramps, with spacious rigging areas. Taking several aspects into account, we would be using two ramps on each launch and, to make the whole process more efficient and organized, we would be using “ordered launch” system.

Both launches have huge rigging areas that allow 100+ gliders.

Car parking in a row along the road.

No main hazards, left to the south launch there is a building that houses a TV & communication repeater that does not interfere launches.

Big area on both launches that allow helicopter landings if necessary.



## Official Landing Zone

The official landing is on the North ridge next to the aerodrome of Lumbier (42°39'52.95" N, 01° 18'04,68"W) with a 850m altitude difference to launch that allows to reach it in safety. This would also be the official goal for out and return or triangle tasks.

On the south ridge, next to the Yesa Lake, there are several landing areas with an 800 m height difference to launch.



### **7. Distance/access to launch site**

28 km on a very good paved road from Lumbier to launch, accessible on any type of car, no need of 4-wheel drive vehicles.

### **8. Task flying area**

Mainly safe flying area all around, with huge landings on the North valley. On the South valley there is a big lake, lake of Yesa, with big landing areas on both shores. The flying area combines flatland flying with ridge soaring to the East and high mountains in NE direction towards the Pyrenees. Easy retrievals with good roads in all directions.

## **9. Airspace**

No major restricted/prohibited flying areas, but we will run with the correspondent NOTAM for both competitions

## **10. Safety Issues**

Smooth to strong thermals along the ridge, noteworthy hazardous weather conditions to mention. Only some summer thunderstorms in the Pyrenees and North strong winds with high pressure anticyclones. These issues will always be considered when task setting.

## **11. Maps of task area**

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Attached to this document there are three documents:

Arangoiti Waypoints.kml ----- Kml google file showing all the waypoints

SUASpain201209.kmz ----- Kmz google file showing all the airspace restrictions

ArangoitiMap.pdf ----- Pdf map of all the flying area, similar map will be handed out for all pilots.

## **12. Transport**

We will not provide transport services to launch. Pilots must drive up to launch by their own means. But we will provide a drivers list and vehicle arrangements for those who need so.

## **13. Rescue/Medical Services**

We will have an experienced on-site paramedic & first aid arrangements, The medical first response in task area & helicopter response time will be around 15 min.

First-line hospitals in less than 40 kms from flying area, Pamplona, Jaca, Bilbao

## **14. Liaison with police, military, public services**

We will have good communications with all of them if necessary.

## **15. Insurance**

We will provide monthly insurance cover for those pilots that are not able to show up with the necessary Liability cover required for competitors

## **16. Communications**

- i) Radios: Details including any restriction on frequencies or types of radio, particularly 2m, and any licence requirements. We will mention the range of 2m frequencies that will be allowed in during the competition.
- ii) Live Trackers. We will try to have live tracking for the competition if the budget allows it
- iii) Very good 3G Mobile/Cell 'Phone Coverage in all the area. We will offer of local SIM cards for those who need it . All Spanish operators have excellent coverage in the flying area (Movistar, Vodafone) Details of best network coverage within the competition area

## **17. Weather**

Only weather factor to mention is the late sea breeze that can happen some days with North winds that kills thermal activity.

High time range of thermal activity in the months of July and August from 14:00 to 20:00.

The recommended maximum wind speed: on launch and for task flying will be 40 km/h.

## **18. Meteorology**

Experienced forecaster in many previous competitions and also HG pilot. We will be using xcskies and arl noaa web sites together with local wind stations of the flying area

## **19. Event Headquarters**

We will be use a public school at Lumbier as HQ with huge rooms for safety pilot briefings, registration and for equipment checks. We will have AV equipment, office equipment, communication systems, (phones, wifi, etc) and office facilities & internet access available for competitors. We will also have the Basque pelota fronton for sprog measuring.

## **19. Local facilities**

Plenty lodging facilities at Lumbier with an average price of 35€ double room. Camp site at Lumbier. Many other options in the surrounding area We will display all lodging options on the web site. These are the most relevant

Hotel Irubide Lumbier : <http://www.hotelirubide.com/>

Hostal la Torre: <http://www.complejo-latorre.com/>

Camping Iturbero Lumbier: <http://www.campingiturbero.com/>

<http://www.lumbier.es/es/visitenos/donededormir/object.aspx?o=3243>

Rural houses: [www.toprural.com/Navarra](http://www.toprural.com/Navarra)

Most of the lodging options are in Lumbier or in less than a 50 km radius from HQ.

Shops, restaurants/bars, repair facilities, car hire at Lumbier and many more at Sanguesa at 15 kms. etc:

## **20. Media coverage, publicity, sponsorship**

We have a very reduced budget but obviously we will try to promote the event with local and regional TVs and will offer as much media coverage as possible. We will have a person from the town hall of Lumbier in charge of media and public relations.

The launch areas are easily accessible for spectators, we will delimit the area so they can follow the competition without interfering with pilot launches. We are working in local sponsorship but nothing closed yet.

## **21. Competition website**

The web site will be working for the Pre-Euros in 2013 if this bid succeeds and will be the main mean of all the information about the competition. We will have online registration facilities for both events. All the relevant documents will be pinned on the web, together with maps, turnpoints, lodging facilities. The web site will be working in about two months.

## **21. Organisers, Directors and key officials**

Organisation/Event Director: Jose Javier Alvarez Castillejo (Casti)  
Meet Director Pre-Euros: Jose Javier Alvarez Castillejo (Casti)  
Meet Director HG Euros : José Manuel Sánchez García (Juaki)  
Steward both events: Claudia Mejía de la Pava  
Safety Director: Ignacio Guardiola  
Chief Launch Marshal: Jose Javier Alvarez Castillejo (Casti)  
Launch assistants: 4 tba  
Chief Goal Marshal: TBA  
Meteorologist: Ignacio Guardiola  
Scorer: José Manuel Sánchez García (Juaki) + assistant TBA  
Retrieve/Check in: Ignacio Guardiola  
HQ/Admin manager: Jose Javier Alvarez Castillejo (Casti)

All key officials are highly experienced in previous competitions, speak English fluently.

## **22. Finance and sponsorship**

As mentioned before along this bid, we wont have anticipated sources of finance. The attached budget in Annex B is made basically on entry fees. Local authorities will support the championship in species providing HQ facilities and all the equipment necessary.

### **23. Entry Fee for Category 1 championship**

Pilot: 400 €

Team Leader/Assistant: 200 €

The entry fee includes:

Welcome dinner for pilots and assistants

Closing ceremony dinner.

Daily lunch packages.

Maps, waypoints.

Free tickets for the swimming pool.

If the budget allows it we will offer live tracking, if not there may be an additional charge for renting the equipment

For those pilots that need transport and retrieval services we can offer the with a small supplement charge.

### **24. Pilot Entry & team size**

The maximum number of pilots will be 100 or 120 (subject to CIVL approval)

Team size: 6+2 (subject to CIVL approval)

### **25. Guest pilots policy**

We will accept up to 20 guest pilots after a fixed date if the maximum of 100/120 pilots is not reached. Always following the 2/3rd rule. This will be clearly specified on the local regulations..

### **26. Visas, Vaccinations**

No FAI member will be refused to entry the country

No visas required for UE nations, other countries please contact Spanish embassy if visa is required.

### **27. Early arrivals**

Early arrivals are allowed, contact the organizer if so I we will give all the details necessary to access to launch

### **28. Customs & equipment importation**

No special arrangements are necessary for temporary importation of gliders and other competition equipment. If necessary, please contact us previously and we will do the proper arrangements. The main entry points for those who arrive by plane, will be Bilbao, Madrid and Barcelona.

## **29. Test Event**

Proposed dates of Test Event: 12<sup>th</sup> to 18<sup>th</sup> August 2013

Pilot qualifications according to the WPRS order

Open event

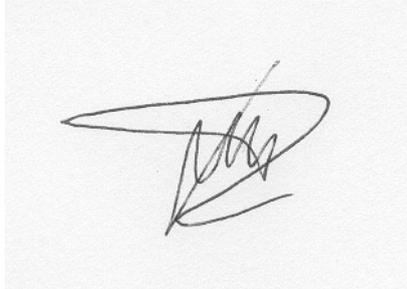
Entry fee.: 200 €

## **30. Additional information**

No additional information in support of the bid

**Name: José Manuel Sánchez García**

**Signed:**

A handwritten signature in black ink, appearing to be 'JMSG', written over a light grey rectangular background.

**Position in Organisation: meet director**

**Date: 19 Mar. 2013**

# Annex A (part 2) to FAI Category 1 Competition Bid Presentation Guidelines

## Sample budget for FAI Category 1 Championship

100 pilots, 10 task days + practice task

EXPENDITURE	HG	NOTES
<b>PREPARATION (over 2 years)</b>	<b>2.500 €</b>	
Administration, post & bank charges, stationery	1.500 €	Includes bank transfer fees, accountant charges, etc
Travel expenses for organisers, volunteers	- €	Meetings with co-financiers, suppliers, airspace or other authorities etc
Setting up & maintaining website	1.000 €	Including logo design, hosting etc
<b>COMPETITION</b>	<b>20.400 €</b>	
FAI Sanction Fee	3.200 €	Sanction fee: 3,20€ x pilot per competition days (12) approx.
FAI Officials (2): Travel, accommodation, meals, daily allowance, car rental	4.000 €	Allow for 2-3 days more than no of comp. days: 500each travel; 60/day each food & lodging; 10/day x 1 steward x 1 jury allowance
Rental of suitable HQ building/rooms/marquee for briefings (180 people+), meeting rooms, scoring room etc.	- €	Local town may offer free use of suitably sized and furnished building.
Rental/buy IT & equipment for HQ, launch, goalfields/target etc	1.500 €	Consider IT requirements, computers, software, printers & wifi, phones/mobiles, noticeboards, giant screens etc. Could be much more if live tracking used, for example.
Road, airspace, turnpoint maps for pilots, team leaders & HQ	400 €	Design/artwork & print costs, consider several large examples for HQ and Launch
Tshirts	2.000 €	Count in pilots, team leaders, drivers, staff, volunteers, press, VIPs, sponsors
Trophies, day prizes, gifts for pilots	1.000 €	FAI medals & diplomas provided by FAI free of charge. Consider trophies, champagne, local souvenirs/produce. Local region may provide some goodies, such as pens. Manufacturers may sponsor prizes
Transport	1.000 €	PG comp: transport normally included. Factor 3 buses and/or 6 minibuses. HG comp: transport for staff, press, VIPs, reimburse fuel for volunteers
Medical services (doctor, paramedic, ambulance etc)	2.000 €	Wholly dependent on what is available or can be negotiated locally
Option: Rental & cleaning of portable toilets		
Option: Weather forecasting (presentations, daily soundings etc)		Wholly dependent on what is available or can be negotiated locally
Option: packed lunches or snack/water for pilots/TLS	3.300 €	Allow 3€/flying day/person
Contingency	2.000 €	Improvements to launch, equipment purchase/rental, insurance, extra personnel
<b>PERSONNEL</b>	<b>13.000 €</b>	
Fees for Meet Director, Safety Director, Event organiser, Launch Marshal, Scorer etc.	10.000 €	Increasingly common that key personnel are remunerated for these positions of high responsibility, skill and experience. May also need to cover travel and accommodation/food expenses
Food/expenses for organisers, staff, volunteers, helpers 15 days	3.000 €	Even if all staff are volunteers, it is usual to provide some food, camping fees, T-shirt, reimburse fuel for own transport etc
<b>CEREMONIES &amp; SOCIAL EVENTS</b>	<b>6.000 €</b>	
Opening & Closing Ceremonies	6.000 €	Buffet for 200+ people, music/entertainment, flags, decorations. This is a minimum.
Other social events (hbn live music evening etc)		According to budget. Local sponsorship may be possible

<b>TOTAL EXPENDITURE</b>	41.900 €	
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<b>PROJECTED INCOME</b>		
Pilot fees	40.000 €	100x400
Team leader fees	1.500 €	10 (say) x 150€
Grant from local/host town		
Grant from county or region		
Grant from government sport department or similar		
Grant from national Federation or NAC		
Sales of promotional items, productising		See FAI rules on promotion & media rights
Sponsorship		See FAI rules on sponsorship
<b>TOTAL INCOME</b>	41.500,00 €	

- Notes:**
1. Even by cutting costs dramatically, with volunteers and minimum facilities, a Category 1 event cannot be financed entirely through Pilot Entry fees. Additional funding is essential.
  2. Towing fees or optional transport/retrieve services are presumed to be run at cost.
  3. Accuracy & Aerobatics events may cost less as sanction fees will be less, and, equipment, maps, etc may not be needed. Income may be less too.

Signed:	Position in organisation: Meet director
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Name: José Manuel Sánchez García	Date: 17 March 2013
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