

BID FOR ASIAN PARAGLIDING ACCURACY CHAMPIONSHIP  
TALDYKORGAN, KAZAKHSTAN

Local Regulation

ASSOCIATION OF LIGHT AVIATION OF THE REPUBLIC OF  
KAZAKHSTAN

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PROPOSAL FOR BIDDING FAI ASIAN  
PARAGLIDING ACCURACY  
CHAMPIONSHIP

27– 3(MAY, JUNE ) 2016 TALDYKORGAN,  
KAZAKHSTAN

FEDERATION AVIATION SPORT OF  
KAZAKHSTAN

FEDERATION EXTREME SPORT OF  
KAZAKHSTAN

December 2013

**BID FOR ASIAN PARAGLIDING ACCURACY  
CHAMPIONSHIP TALDYKORGAN,TEKELI,  
KAZAKHSTAN**

1. Name of Championship: World Paragliding Accuracy Championship
2. Proposed dates of Championship: 27– 3 (MAY, JUNE) 2016.
3. Location of Championship: TALDYKORGAN, TEKELI, KAZAKHSTAN.
4. Sites:

Taldykorgan – Tekeli can be considered as one of the most popular and perspective flying spot among Kazakhstan pilots. Aside from its beautiful scenery seen from the ground as well as from the air, its location is also relatively easy to reach from Tekeli. Take- off location starts from top of Ekpendi Mountain at 1,220m asl (N44° 50' 38,3", E78° 39' 14,6"), while the landing zone is reachable even with basic glider. The elevation difference is 220 m from landing area. Ekpendi Mountain – Tekeli is flyable almost all year. Ekpendi is located in Jungar Alatau. Ekpendi is supported by many accommodation facilities, sanatorium, health center and hotel. Taldykorgan, Tekeli has succeeded to host some Kazakhstan Paragliding Competition, such as Open Kabanbay Batyr Paragliding Accuracy Cup (2011-2013) category 2 , and Open Kazakhstan Paragliding Accuracy Cup Stage 2 2013 and Kazakhstan Open Paragliding Accuracy Championship 2012-2013 .Therefore, Kazakhstan with Taldykorgan are ready to host PG Asia Accuracy Championship in 2016.

## 5. Site details:

Ekpendi has launch area which facing to NorthWest side. Therefore, Ekpendi needs to have Westerly or North East, North Wind directions. Take- off location starts from top of Ekpendi Mountain at 1,220m asl (N44° 50' 38,3", E78° 39' 14,6"), while the landing zone is reachable even with basic glider. The elevation difference is 220 m from landing area.

Ekpendi is clear from obstacle, such as power lines, pylons, etc. The landing area is very near from the main road (only about 20 meters), and it is easy to be reached by cars, even for small car or minibus. In 3 km after this, there is a Helicopter landing pad, therefore this site could be accessed by Helicopter as well. However, this is not disturbing our PG activity.

Ekpendi is equipped by car park (both in Take Off and Landing area), Shelter, Water, and Toilets. Beside these facilities, Ekpendi has many traditional kazak restaurants which enable pilots to get some snacks, drinks, or meals.

## 6. Distance/access to site(s):

Ekpendi is easy to be accessed by all type of cars. Ekpendi has very smooth road, both for Take Off and Landing. Take off site is only about 20 meters from the main road, and landing site is only about 20 meters from the main road.

## 7. Task flying area:

There are many places for emergency landing, in case the glider could not reach the target. However, for modern gliders (DHV 1), we could fly 100 meters above landing area, if we go straight from Take Off to Landing Area.



## 8. Airspace and Restriction Area:

Ekpendi is flying location in Kazakhstan. Therefore, we do not need to have any permit to fly there, particularly for Accuracy Competition. Therefore, there is no prohibited areas and no restricted access areas. Regarding the airspace, Ekpendi has quit huge airspace.

## 9. Transport & Retrieves.

Organizer always provides private cars, or minibus to support transportation purpose. For communication, we always use 2 meter radio (149.390) for transport coordination.

#### 10. Site Safety record:

Ekpendi is best & safe place for flying in normal condition, from beginners to advance pilots. Generally, Ekpendi is the best place for flying, both for accuracy and cross country, from novice to advance pilots.

#### 11. Rescue/Medical Services:

During competition days, doctors and ambulance will be available all time. Beside, there are 2 (two) big hospitals near from Ekpendi flying site. The location of these hospitals is about 15 min. drive each (from Take Off area). However, we always provide Ambulance for emergency action to who get light or bad injury.

#### 12. Liaison with police, military, public services:

Whenever Ekpendi has any kind of Police, Air Force, and some government companies are always supporting us. They supported for the security, transportation, personals, media coverage.

#### 13. Insurance:

Documentary proof of insurance (in English) covering personal accident insurance must be presented to the organizers before the start of the championship.

#### 14. Communications:

- i) Radios: we use 2m radio. There is no restriction regarding this. We usually use our frequency on 145.125 Mhz.
- ii) Mobile/Cell 'Phone Coverage. This would be no problem. For any top up (voucher), we can get in every mini stores which are available in Taldykorgan Tekeli.

#### 15. Weather:

Ekpendi ideal wind coming from North West Side. Tekeli is always friendly (calm) between 08-11 am, and 3pm – 5 pm. Tekeli provides us with light strong thermal during 1 pm – 3pm.

The average wind condition is 0.8 km – 25 km per hour. This is always happening during summer season (April – September).

#### 16. Meteorology:

Ekpendi is flyable almost all year. During good season, thermal is able to push the gliders until 3,000 meter ASL. Thermal could challenge pilots for his/her accuracy landing since thermal is active above landing area as well.

#### 17. Competition website:

We can build a website for competition information. Besides, we will do info dissemination to PG community, both thru Facebook, or Mailing List. We could do some online registration. The sample for this website is:  
<http://www.samuryk.kz>

#### 18. Organizations :

Air Sports Federation

Air Extreme Federation

Sport Club ALGA

#### 19. Organizers, Directors :

- \* Organization Director: Virshki Igor
- \* Meet Director: Violeta Masteikiene
- \* Safety Director: Shepetyuk Vladimir
- \* Chief Judge: Cherkashin Valeriy
- \* Chief Jury: To be invited from Russia/ Lithuania
- \* Scorer: To be invited from Kazakhstan

Entry Fee for Category 1 championship: We will charge entry fee as:

- USD 250 per pilots,
- USD 200 per persons (female and official).

Entry fee covers:

- Registration (Pilot Number, T-shirt, ID card,)
- Meals (1 time) (Lunch)
- Local transportation (Hotel to Take Off Area)
- Landing transportation (Landing – Take Off)
- Dinner at Open and Closing Ceremony

20. Pilot Entry & team size.

Maximum number of pilots per country is 8 persons not exceeding 5 of one sex. (*Matter to approve of CIVL*)

21. Guest pilots.

Maximum 20 guest pilots. The minimum requirements for guest pilots are the same as for the competitors.

22. Visa

Anybody can go to Kazakhstan. It is not difficult to get VISA for Kazakhstan. Organizers will help with invitations.

23. Early arrivals.

Early arrival is possible. We could recommend some hotel. Hostels or even home stay for accommodations on this purpose.

24. Test Event.

Test event is possible to be done before the competition.  
Usually we have test event 6 months until 12 months  
before the event. Test event will be done by same  
organization. Expected entry fee is USD 70 (lower than  
event's fee).

Name:

Signed:

VIRSHKI IGOR

Position in Organization

Date: 01.01.2014

Event (Organization) Director

## Sample budget for FAI Category 1 Championship

100 pilots, 6 days + practice task

EXPENDITURE	HG	PG	NOTES
<b>PREPARATION (over 2 years)</b>		<b>2900</b>	
Administration, post & bank charges, stationery		1000	Includes bank transfer fees, accountant charges, etc
Travel expenses for organisers, volunteers		1500	Meetings with co-financiers, suppliers, airspace or other authorities etc
Setting up & maintaining website		400	Including logo design, hosting etc
<b>COMPETITION</b>		<b>39688</b>	
FAI Sanction Fee		2688	No of pilots x 3.2€ x no of comp. days: Maximum limit of 5120€
FAI Officials (5): Travel, accommodation, meals, daily allowance, car rental		9100	Allow for 2-3 days more than no of comp. days: 500each travel; 80/day each food & lodging; and other expences
Rental of suitable HQ building/rooms/marquee for briefings (180 people+), meeting rooms, scoring room etc.		2000	
Rental/buy IT & equipment for HQ, launch, goalfields/target etc		1000	Consider IT requirements, computers, software, printers & wifi, phones/mobiles, noticeboards, giant screens etc. Could be much more if live tracking used, for example.
Tshirts		1000	Count in pilots, team leaders, drivers, staff, volunteers, press, VIPs, sponsors
Trophies, day prizes, gifts for pilots		1000	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		2000	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)		600	Wholly dependent on what is available or can be negotiated locally
Option: Rental & cleaning of portable toilets		300	
Towing and retrieval team work		10000	
Option: packed lunches or snack/water for pilots/TLs		5000	Allow 3€/flying day/person
Contingency		5000	Improvements to launch, equipment purchase/rental, insurance, extra personnel, Live Trackers rental
<b>PERSONNEL</b>		<b>10000</b>	
Fees for Meet Director, Safety Director, Event organiser, Launch Marshal, Scorer etc.		5000	Increasingly common that key personnel are remunerated for these positions or high responsibility, skill and experience. May also need to cover travel and accommodation/food expenses
Food/expenses for organisers, staff, volunteers, helpers 15 days		5000	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>3000</b>	
Opening & Closing Ceremonies		2000	Buffet for 200+ people, music/entertainment, flags, decorations. This is a suggested minimum.
Other social events (bbq, live music evening etc)		1000	According to budget. Local sponsorship may be possible.
<b>MEDIA &amp; PROMOTION</b>		<b>7000</b>	
PR or Press person/services prior to & during event		1000	Local tourist office or local authority people may help. Should have someone handling press during the event.
Official blogger, photographer, video cameraman, film maker		1000	Writing task reports, press releases, providing photos or video footage to news agencies, web tv etc.
Option: Film of the event for promotion of sport, region etc		1000	Making a film for promotional purposes could cost at least 15,000€. See also FAI rules on media rights.
Promotional items: stickers, pens, mugs, postcards etc		1000	According to budget.
Press hospitality, local media coverage, souvenir programme, newsletters, advertising etc		3000	According to need. Grants from local authorities often dependent on seeing a 'return', promoting the sport, tourism etc.
<b>TOTAL EXPENDITURE (\$)</b>		<b>62588</b>	

PROJECTED INCOME			
Pilot fees		21000	60x250 =15 000 30x200 =6000
Team leader fees		1500	10x150
Grant from local/host town		2000	
Grant from county or region			
Grant from government sport department or similar			
Grant from national Federation or NAC			
Sales of promotional items, productising		7000	See FAI rules on promotion & media rights
Sponsorship		31000	See FAI rules on sponsorship
<b>TOTAL INCOME (\$)</b>		<b>62500</b>	

**Notes:**

- 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.
- Towing fees or optional transport/retrieve services are presumed to be run at cost.