



## World and Continental Gliding Championships

### Bid Form

This bid application process is now in 2 parts;

**Part 1** is completion of the new FAI application for Organisers Agreement which is a fillable .pdf found here <https://tinyurl.com/igcbid2023>

**\*\*ONLY COMPLETE PAGE 1 – PAGE 2 IS FOR ME TO COMPLETE\*\***

**Part 2** is completion of the more traditional IGC bid which is contained in this document

**Both documents need to be received before midnight UTC on 31<sup>st</sup> December.**

If your bid is approved this OA request form is sent to FAI and informs them to produce the Organisers Agreement document for your event. It is therefore very important that the FAI Organisers Agreement application document is completed as accurately as possible.

All of the information sought in Part 2 of the bid document should be completed as fully as possible prior to its submission. Details, such as a diagram of the airfield, may be included as an Annex. When completed an electronic copy of these forms should be sent to the IGC Bid Manager Mandy Temple [mandytemple.australia.igc@gmail.com](mailto:mandytemple.australia.igc@gmail.com) before the deadline of midnight UTC 31<sup>st</sup> December of the year prior to the presentation of the Bid to the IGC Plenary.

If your bid is approved the Contest Director and Sporting Director must sign the last page of Part 2 of the bid document - which is binding. Both of these documents will then be sent to FAI and will form the Organisers Agreement.

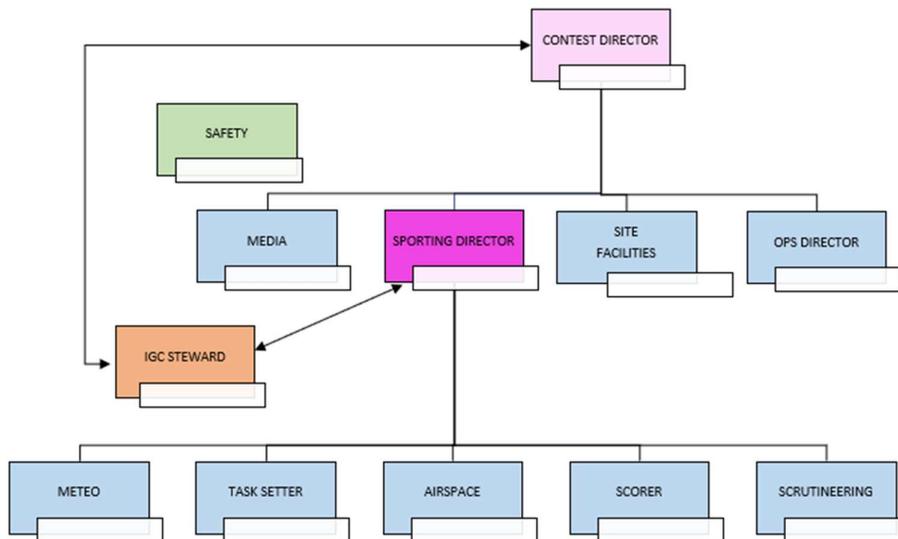
# SECTION A MANDATORY

## 1 Organisation Structure and Personnel

In order to improve the quality of contests, from 2024 we are planning to adopt a new Structure with an overall Contest Director and an IGC approved Sporting Director - subject to Plenary approval.

This new proposed organisation structure is shown below.

This is a work in progress and there may be some adjustments in the future.



- SPORTING DIRECTOR IS RESPONSIBLE FOR MANGING ALL ASPECTS OF A SPORTING NATURE EG TASK SETTING/SCORING/METEO
- CONTEST DIRECTOR AND SPORTING DIRECTOR COULD BE THE SAME PERSON
- SPORTING DIRECTOR MUST BE APPROVED BY IGC BUREAU – LIST TO BE COMPILED

Please list as many of these officials as possible. Those marked \* Must be named

CD: Bernd Schmid

Scorer: Florian Paul

SD: TBA

Press: Michael Kost

Site facilities Director: Gerhard Bayer

OpS Director/Safety: Ulrich Schwarz

Meteo: TBA

Task setter: TBA:

Airspace: TBA

Scrutineering: Daniel Albrecht

## 2 Site

### 2.1 Name address of the airfield

Aalen-Elchingen (ICAO: EDPA)  
Hinteres Haertle 6  
D-73450 Neresheim-Elchingen

The village of Elchingen is located 20 km east of Aalen. The next town is Neresheim at a distance of 6 km (8 minutes by car). Aalen is a midsize town with approx. 66.000 inhabitants.

The airfield of Aalen-Elchingen (EDPA) comprises two runways, the main concrete runway (dimensions 1.000m x 25m), a glider strip (dimensions 1.000m x 70m). The entire area covers more than 50.000 m<sup>2</sup>. During the competition the whole width of the glider strip (approx. 75 m) is available. During competitions, the entire area is accessible by car. In case of an interruption during take-off, a sizeable number of out-landing options are available in both directions. See Annex A.

Short historic view at EDPA:

On March 7<sup>th</sup> 1954 the first winch launch was carried out at the existing airfield area. In 1955 the first hangar was built and a second hangar followed in 1958.

In 1965 the concrete runway was completed with a length of 600 m. The tower followed in 1967. In 1969 the first gliding competition took place.

In 1976 the concrete runway was extended to a length of 1.000 m.

In 1980 the first German National championship was held with 96 competitors.

Between 1968 to 2017 more than 15 competitions took place at Elchingen airfield, among them 6 German nationals.

When a gliding competition is held, absolute priority is granted to this event. Other aviation activities have to stand back in favour of the competition.

### 2.2. Co-ordinates of the airfield:

48°46'44"N – 10°15'57"E

### 2.3 Direction and distance to nearest international airport

The next international airport is Stuttgart airport. 78,5 km in the direction 265°.

### 2.4 Experience of the event team in organising championships

- Qualification for German nationals 1970, 1975, 1977, 1981, 1990, with up to 90 competitors in Club, Standard, 15m-class
- German nationals 1980, 1984, 1988, 2002, 2009, with up to 100 competitors
- Qualification competition for German Nationals for Juniors 2017, 65 competitors in Club and Standard class
- German Junior Nationals 2023 in Club and Standard class, 80 competitors

- Qualification Sailplane Grand Prix in 2024

## 2.5 Proposed period for the event (in accordance with Annex A 1.2.3)

- Opening Ceremony: Saturday, July 25<sup>th</sup> 2026, 10am local time
- Closing Ceremony: Saturday, August 8<sup>th</sup>, 2026 10am local time

### 2.5.1 Training Dates

- Unofficial training will be possible starting on Sunday, July 19<sup>th</sup> 2026 till Tuesday, July 21<sup>st</sup> 2026.
- Official training: Wednesday, July 22<sup>nd</sup> till Friday, July 24<sup>th</sup> 2026.

### 2.5.2 Competition Dates

- Competition: Sunday, July 26<sup>th</sup> - Friday, August 7<sup>th</sup>, 2026

### 2.5.3 Alternate dates for training (preferably greater than 3 weeks from primary bid dates in 2.5.1)

One week before or one week after; May 19<sup>th</sup> till May 23<sup>rd</sup>

### 2.5.4 Alternate dates for competition (preferably greater than 3 weeks from primary bid dates in 2.5.2)

One week before or one week after; May 24<sup>th</sup> till June 6<sup>th</sup>.

## 2.6 Airfield operating data (provide details for the following)

The airfield will PPR during the time of the competition, especially during gridding, towing and landing phase.

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

- An overview of the two runways, the taxiways as well as aerial pictures can be found in Annex A. All runways have an orientation of 09/27, in accordance to the main wind direction in Germany. All runways may be used for gliding operations.

### 2.6.2 Ratio of Tow planes to entries (As a guide; organisers should have sufficient tugs to be able to offer (all gliders a launch in about 60 minutes.)

8 -10 tow planes will secure a launch time less than 60 minutes for both classes.

### 2.6.3 Meteorological facilities that will be provided

A meteorologist with extensive experience in gliding competitions will permanently be on-site in order to provide daily and if needed ad-hoc meteo information. High-speed internet access is available at the airfield, ensuring all necessary access to public and non-public meteorological information.

#### 2.6.4 Parking facilities for gliders.

- The large apron and space besides the runways provide enough space for rigging and parking gliders outside. (see Annex A)

#### 2.6.5 Repair facilities for gliders

- The club workshop is available for small repairs. Germany's main glider manufacturers will provide support for larger repairs. In addition, there are several commercial repair facilities in the proximity of the airfield (between 40 km to 120 km).

#### 2.6.6 Repair facilities for radios and instruments

- The club will organize some spare radios and basic instrument from the popular suppliers (Winter, Becker, Funke, TQ-Avionics).
- We will ask LX Avionic for a special service during the entire duration of the event.

#### 2.6.7 Oxygen requirements and supply facilities, if required

- Since gliding is limited to the airspace below FL 95, oxygen will not be required for the competition.

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

- Our airfield is one successful example for efficient use of resources. A huge number of photovoltaic panels are installed on every hangar. A total of 410 kWp are installed. In average years the factor is 1.000 for the power supplied in, i.e. 410 MWh!
- The surface water of all paved areas of the airfield is collected and conveyed in pipes to a basin.
- There is a strict waste management with selective waste collection. Whenever possible we choose food and beverages in multi-cycle systems and arrange extra collection for the so called "Green dot" packaging.  
To protect the apron, RWY and TWY from weed we use no chemicals. In 2015 a non-chemical "Hot Foam" weed-control without herbicides was introduced.

### 2.7 Airfield Infrastructure

(provide descriptions and or photos of the following facilities at the airfield)

See Annex B

#### 2.7.1 Briefing Room & suitable equipment

- Briefings will be held in one of the large hangars. The briefing space will provide enough room for up to 150 people is equipped with all required gadgets. It is easily accessible from the

camping ground and a parking lot will be established to ensure quick transportation to the grid after briefings.

- A powerful beamer is installed
- Well working sound equipment is installed

### 2.7.2 Common Room(s) for the competitor

- A big meeting tent will be available for all competitors for networking and meeting with each other.
- There will be room for up to 120 people and an open-air terrace. In addition, the local restaurant on the airfield provides a spacious terrace.

### 2.7.3 Suitable meeting Room for the International Jury and Stewards

- A private conference room is available for meetings of the Jury which is located in the tower. This room provides all required infrastructure, such as PCs, Internet access and a printer.

### 2.7.4 Bar and or restaurant

A restaurant with large terrace is located at the airfield. (see Annex B)

In addition, the club will establish a bar nearby the meeting tent.

Daily breakfast will be available in the briefing hangar or in the international meeting tent.

### 2.7.5 Press Centre

A press centre is established at the airfield.

### 2.7.6 Communication and internet equipment

The airfield is equipped with a high-speed internet access. High-speed WiFi is installed across the camping ground and the apron. The access code will be available for all participants of the competition. In addition, there is high-speed internet access available through all major German mobile network operators.

### 2.7.7 Post and Banking

- Post and Banking facilities are available in Neresheim, about 3,5km from the airfield.

### 2.7.8 Insurance availability

- Same as in 2.4.6.

### 2.7.9 Toilets, wash rooms and shower rooms

- There are toilets and showers permanently installed on the camping ground for women and men. Additional facilities will be provided during the competition. There will be additional, separate toilets and showers for women and men.
- Two washing machines are at your disposition.

### 2.7.10 Car parking

- Extensive parking lots for the competitors and their teams are available on the spacious camping ground. During gliding operations, the cars can temporarily be parked close to the grid. An additional parking lot for visitors is available next to the tower building, close to the apron. (see Annex B)

### 2.7.11 Emergency (including fire)

- The city of Neresheim provides a fire brigade and a regional police station. A rescue plan exists, ensuring fast response times.
- In addition, a rescue car and fire car are available at the airfield to provide a very quick response in case of an accident.

### 2.7.12 Medical and First Aid

- Two hospitals are located at a distance of 20km in Aalen (northwest) and Heidenheim (southwest) of the airfield. A rescue helicopter is available on demand. In addition, there are several practicing GP's located in Neresheim.
- During the entire competition a doctor or a first aid assistant will be located on the airfield to provide any help when needed. An emergency telephone number for first aid will be set up and given to the crews.

### 2.7.13 Conference and office rooms for the OSTIV Congress, if required

The Flying Museum, which is located at our airfield, provides such facilities if required

### 2.7.14 Competition office hours

08:00 a.m. till 08:00 p.m.

### 2.7.15 Social event planned during the event

Opening ceremony will be held in the heart of the town of Aalen, which is a carfree zone. International evening and a fair well evening party at the last day of the competition. Price giving ceremony could be carried out in the "flying museum" of our airfield.

### 2.7.16 Availability of water for ballasting

More than 5 access points for water are available

## 3 Accommodation and food for competitors

*(provide details of the following with an indication of cost)*

### 3.1. Accommodation in the local area

- There are several hotels, guest houses and youth hostels located within the surroundings of Neresheim. For example, the well-known monastery of Neresheim, bears 50 rooms to accommodate guests. Some smaller hotels are also available in the nearer surrounding of EDPA (max. 15 mins to drive by car).
- More information can be found: <http://www.haertsfeld.de/gastlichkeit/Essen-Trinken>

### 3.2 Accommodation at the airfield

There are a small number of rooms available in the restaurant (4 double bed rooms)

### 3.3 Camping facilities at the airfield

- The camp site is located north of the runway, within 2 minutes walking distance to the briefing room. It provides space and electrical facilities for up to 80 caravans or tents.
- Costs: 390 € for 3 weeks and max. 3 persons
- There are toilets and showers permanently installed on the camping ground for women and men. Additional facilities will be provided during the competition. There will be additional, separate toilets and showers for women and men.
- Two washing machines are at your disposition.

### 3.4 include details of bathroom facilities and ratio of each to the number of people camping e.g. one toilet per 10 campers. How many toilets at the grid?

8 showers for women and 8 showers are permanently installed in our “wash-house” in campground. Approx. Additional shows will be installed (4/4)

Approx. 4 Toilets will be installed at the grid (2 at the west end and 2 at the east end of the runway).

### 3.5 Catering for competitors at the airfield

Breakfast, café and dinner will be provided by the club in the briefing room. The airfield restaurant is also available for the crews.

## 4 Task area *(provide details of the following)*

### 4.1. Topography in the task area

- EDPA is located at the eastern Alb-Region. The Alb is an average plateau region in the south-western part of Germany. The altitude varies from 400 m MSL up to 1.000m MSL. This average plateau region provides excellent thermal conditions.
- Annex D shows the contest area with flight traces of the year 2022 carried out from EDPA as starting point. Each year a couple of 1.000 km flights were successfully flown.

### 4.2 A comprehensive survey of meteorological conditions

- Annex C reveals a comprehensive overview of meteorological conditions.
- South-West Germany is dominated of a midrange plateau structure rising up to 1 500 m MSL (Black Forest, the Alb, Odenwald, Spessart, Rhön, Thuringian Forest, Oberpfaelzer Forest and Bavarian Forest). The different geological structures of these midrange plateaus in combination with the flatland areas in between guarantee superb thermal conditions which can be seen on the flight traces in Annex C.
- We'd like to point out, that competitors do not require experience in mountain flying (like in the Alps). This is truly not necessary and pilots can safely compete without special knowledge of the area and terrain.
- During the competition period the weather situation mostly is dominated by a central ridge in FL 180 and high-pressure influence in Eastern Europe with a dry easterly air flow.
- Such conditions usually start with good Cu-thermals in the first days and blue thermals up to 2.200m MSL in the days thereafter. Common cloud bases are around 1.800m to 2.500m MSL. In

case of high temperatures and marginal lability, cloud bases >2.500m MSL can be expected. These conditions are commonly quite stable and ensure several contest days in a row.

#### 4.3 Restrictions in the task area

- In most parts of Germany, gliding is limited to altitudes below FL95. Besides that, there are no other airspace restrictions over the airfield itself. 50km to the west the class C airspace of the international airport of Stuttgart goes down to 7.500 feet. Special arrangements for gliders in the area of Stuttgart are established. A daily update will be given to the pilots during the briefing.(see Annex D)
- A similar procedure is available for the airspace of the airport of Nuernberg in the north east of the competition area.

#### 4.4 Airspace in the task area

Please also refer to Annex D for an airspace map of 2022 which remained nearly unchanged in 2023.

#### 4.5 Typical tasks to be expected

Typical task lengths for a competition with 85 competitors in late July range between 300 km and up to 500 km. On a very good day, competitors may expect a 600 km task or even more to be set around Stuttgart or Nuernberg. Therefore, we can expect a lot of 1000 points scoring days. Like we had during the Juniors Nationals in 2023 with 11 scoring days (see: [www.soaringspot.com/dmj-edpa-2023/](http://www.soaringspot.com/dmj-edpa-2023/))

#### 4.6 Road and traffic conditions

Elchingen (EDPA) is located close to an exit of the federal highway A7. In general, the roads fulfil the highest standards and due to the low population density, the traffic is very light. Furthermore, Aalen possesses a well frequented railway station and can be reached by train from Frankfurt and Munich within 2,5 hours.

### 5 Rules *(Note: The Championships must be conducted in accordance with the FAI Sporting Code)*

- 5.1 Indicate the options intended to be used from Annex A for:
  - 
  - 5.1.1 Start Geometry: 7.4.3 a - Start Line
  - 
  - 5.1.2 Start Options: 7.4.2 a and b – Normal Start and PEV-Start
  - 
  - 5.1.2 Tasks: 6.3.1 Racing Task and 6.3.2 Assigned Area Task (AAT)
  - 
  - 5.1.3 Finish procedures: 7.7.2 a - Finish Ring
  - 
  - 5.1.4 Scoring: 8.1 (Classic System) and 8.1.2 (Team Cup)

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

### 5.2.1 For pilots and crews

- Pilots must have a valid ICAO compliant glider licence including the starting method chosen for the competition and a valid medical (if possible Class 2). Depending on the country of origin, pilots without an EU license may have to transcribe their license in accordance to EU regulation 1178/2011 Annex III. Furthermore, for some countries visa regulations apply for visits to the European Union.

### 5.2.2 For sailplane and equipment

- An entry permission must be granted by German aviation authority LBA for sailplanes registered under a restricted type certificate outside of the EU. Flight documentation must be conducted using IGC approved flight recorders. This also applies to backup devices. Any type of collision avoidance-equipment must be compatible with such equipment used in Europe (e.g. FLARM).

### 5.2.3 Number of competitors: State the maximum number of competitors that may be entered the competition

- Club Class: max. 45
- Standard Class: max. 40

### 5.2.4 Provide explanation for this number

Out of our experience, this is max. number due to safety reasons.

### 5.2.5 Indicate how the classes will be separated for:

The classes will have mostly separate directions for their task

### 5.2.6 Starts

6 starting points will be available to separate the classes

### 5.2.7 On task

No crossing of the task courses, no out and return tasks

### 5.2.8 Finishing and landing

the last tourn point will be set that the courses will come together smoothly and the finish ring with 5 km radius will guarantee a safe landing procedure for all classes.

### 5.2.9 (In CGC only) In 20m Class please indicate if you intend to allow one or two gliders per NAC

## 6 Entry Fee

6.1. Entry fee will be 750 €.

We have taken into account the rate of inflation in Germany during the next 3 years.

Considering that the current situation of inflation will be reduced to a normal level of 3 to 4%. If the inflation will not develop as stated we have to adapt the entry fee accordingly (increase or decrease).

Entry Fee Part a) **IGC Sanction fee** (*This is indexed and published. It is quoted in CHF.*)

**6.2 Entry Fee Part b) Local entry fee component** (*see note above It is your responsibility to make a forward inflation calculation as this is a binding commitment*)

6.2.1 What is included in the entry fee? (*Annex A 3.4.2*)

- Services included in the entry fee:
- The entry fee covers per pilot based on 85 participants and cost situation based on prices 12/2023):
- the operational costs of the organiser, such as facilities,
- airfield preparation and usage, grid operations, etc. 330€
- water ballast and facilities 20€
- competition map 30€
- costs for copies, 20€
- meteo service 45€
- scoring 50€
- communication system (WhatsApp) 25€
- trophies and prizes 25€
- Multiple WiFi internet access points on the airfield 20€
- equipment like scales, beamer and sound equipment 50€
- rental costs for live-tracking screen, 20€
- insurance costs 30€
- welcome packages for the competitors 55€
- civil services 30€

6.2.2 Additional fees, memberships etc not included in the entry fee

None

**6.3 Cost of aero tows** (*as per note above*)

We will charge 52 € per lift up to 600m /GND or 2.000 ft/AGL during the championship in 2026. This price is subject to the general price development in Germany and the fuel price development in aviation.

In EDPA there will be one price for towing the competitors without taking into account the type of tow plane during the competition.

The trend of types of towing machines heads for UL aircrafts like Dynamic, Breezer, Bristol. Therefore, it would be most likely that the whole towing process will be carried out only with these aircrafts during the JWGC 2026.

**The same assumption was indicated as for the entry fee. We adapted the towing costs accordingly to the rate of inflation in Germany during the next 3 years. If the inflation will not develop as stated we have to adapt the towing price accordingly (increase or decrease).**

## SECTION B NON-MANDATORY

### 7.1. Rental cars

- Car rental fees depend on the type of car. Average daily fees start around 75€ per day. Larger cars equipped for airfield usage (tow hook) cost around 150€ per day.
- For the overseas crews we will look for special arrangements and discounts to reduce their costs.

### 7.2. Accommodation (as appropriate for local facilities)

<http://www.haertsfeld.de/gastlichkeit/Essen-Trinken>

7.3Hotels

7.4Apartments

7.5Bed and Breakfast

7.6 Camping (*as per note above*)

7.7Catering

7.8Hotels

7.9Restaurants

<http://www.haertsfeld.de/gastlichkeit/Essen-Trinken>

## 8 Glider Hiring (provide information on the following)

The availability of local gliders for hire: Hiring competition gliders is common in Germany, hence a variety of gliders is available. The DAeC and the LSR Aalen will assist in brokering glider hires as needed.

Therefore, an overseas transportation of gliders for the JWGC seems not to be necessarily needed.

### 8.1The availability of local gliders for hire

In Germany approx. 8.000 gliders are registered. Therefore, it is no problem to hire a well-equipped competition sailplane.

**Special offer for the overseas pilots:**

**approx. 8 standard class gliders (LS8 or Discus 2) will be offered for 900€ for a 3 weeks period.**

**Approx. 8 club class gliders (LS1f, LS3, LS4, LS7 or DG300) will be offered for 750€ for a 3 weeks period. First come, first serve!**

8.2 The costs of hire (*as per note above*)

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

Medical class 2.

Reason behind: insurance companies will only accept pilots with ICAO-licences and medical class 2 for pilots coming not from one of the European countries.

## 9 Glider Import (*provide information on the following*)

The availability of local gliders for hire: Hiring competition gliders is common in Germany, hence a variety of gliders is available. The DAeC and the LSR Aalen will assist in brokering glider hires as needed.

Therefore, an overseas transportation of gliders for the JWGC seems not to be necessarily needed.

IF not, a ATA Carnet is necessary. Please contact your customs for further information

### 9.1 Ports or cities of entry

Rotterdam, Bremerhafen, Hamburg

### 9.2 Customs requirements

ATA Carnet

### 9.3 Customs brokers

### 9.4 Estimated costs and fees, including cost of transport of containers

Depends from which country you are coming from!

## 10 Training

10.1 Provide details of any proposed training opportunities for teams and individuals prior to the Championships. (Please note that if you organise training

competitions, these cannot be called pre-World Championships or pre-European Championships)

EDPA is open during the normal season from mid of March until mid of October. A training camp is always possible in this time.

2024 a qualification Sailplane Grand Prix will be carried out in Standard and 15-m-class.

Yearly competitions like Hahnweide and Klippeneck will also a good training opportunity.

## 11 Trackers

11.1 Give details of which tracking system is to be used during the contest. Note that it is expected that IGC trackers will be hired as 1<sup>st</sup> preference.

IGC Tracks we be hired

## 12 Miscellaneous

12.1 **Visa** Provide relevant information

12.2 **Licence** Advise any special licence requirements? E.g., Instructions in case of a validation is needed.

**It would be very helpful if all pilots will hold a medical class 2. This will make the hiring of a glider very easy with a preliminary EASA licence. We will look for an arrangement with our local authorities (LBA).**

## 13 Agreement (to be completed if bid is accepted)

I Bernd Schmid being the Contest Director for

and

I TBA being the Sporting Director for

14<sup>th</sup> JWGC in 2026

Agree that;

- I will fulfil **all** undertakings listed in this bid document
- The event will be run in accordance with the FAI Sporting Code
- Work with the Chief Steward prior to the event to ensure that the published IGC Timeline is followed and milestones are met
- I will seek advice from the Chief Steward if I am unsure of how to proceed at any time

Signature.....

Date.....

Witness.....

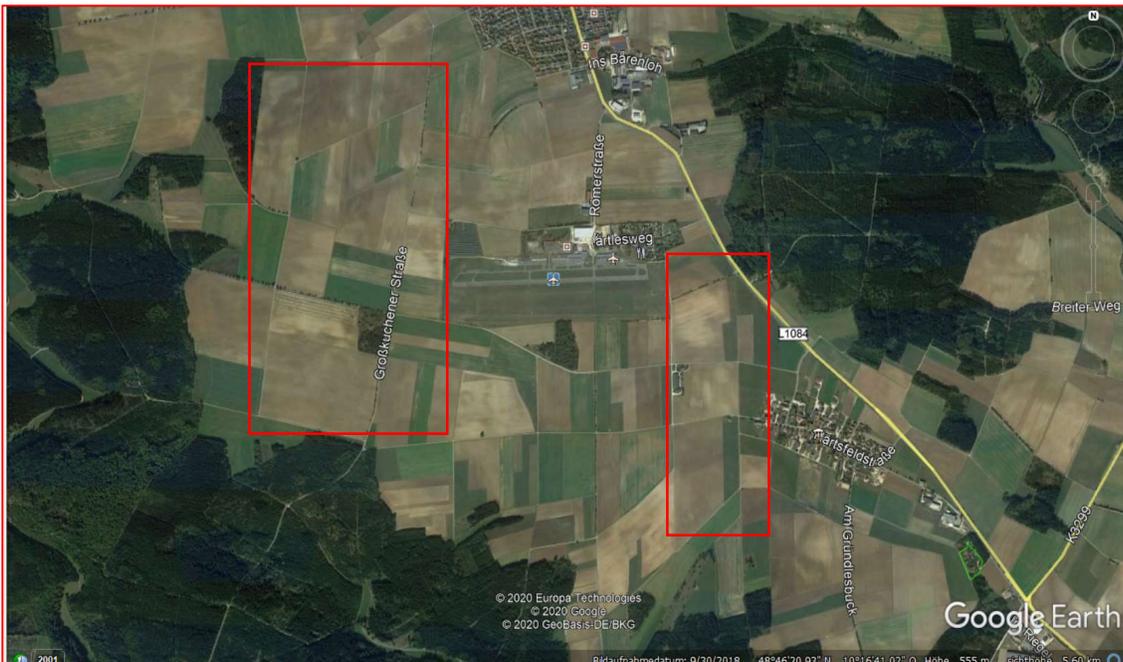
Signature.....

Date.....

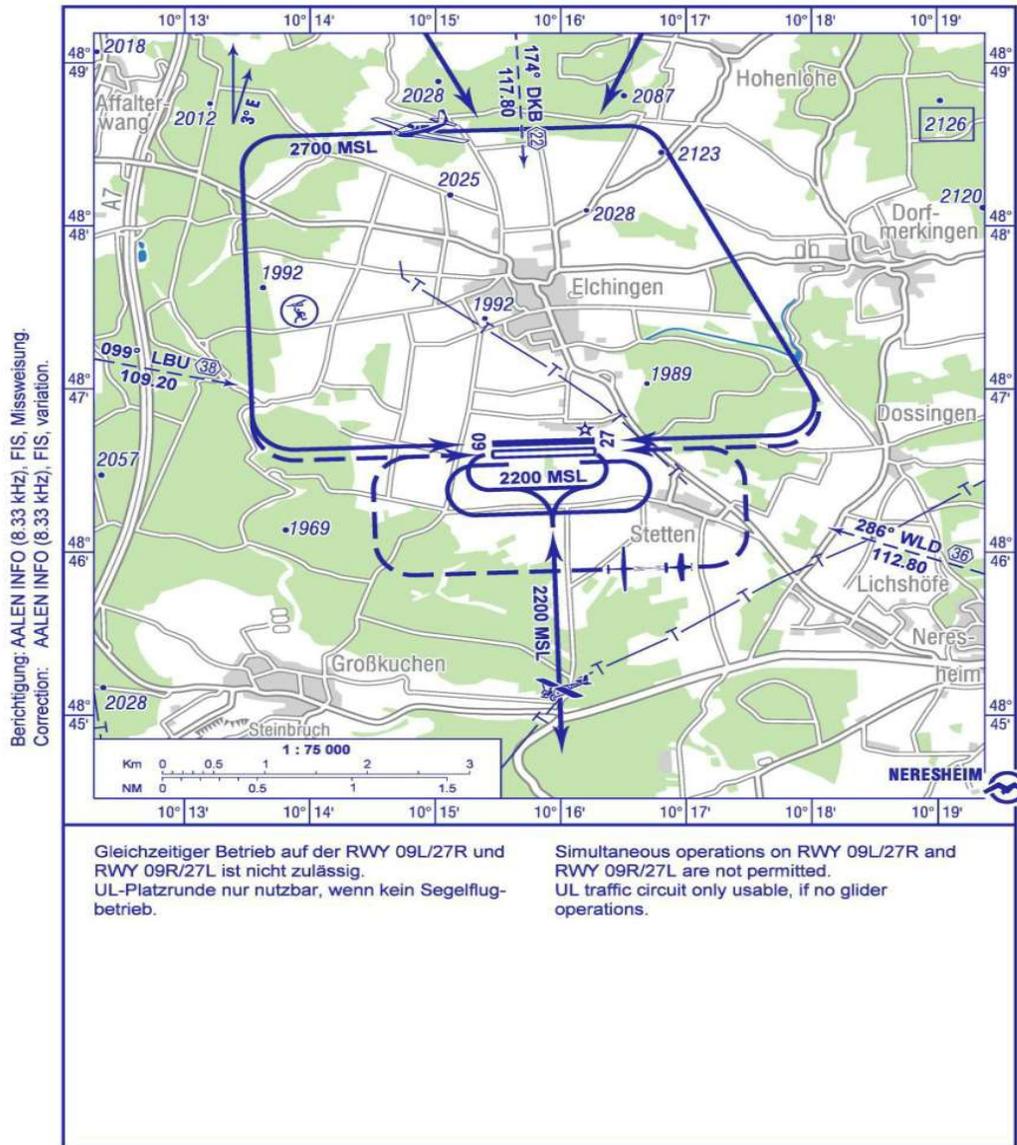
Witness.....

## Annex A: Airfield overview and contest operations

Airfield view from above, showing the runways, grass strips, hangers and camping facilities



Outlanding options in case of an interruption during the take-off procedure



27 SEP 2018

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Gridding 09



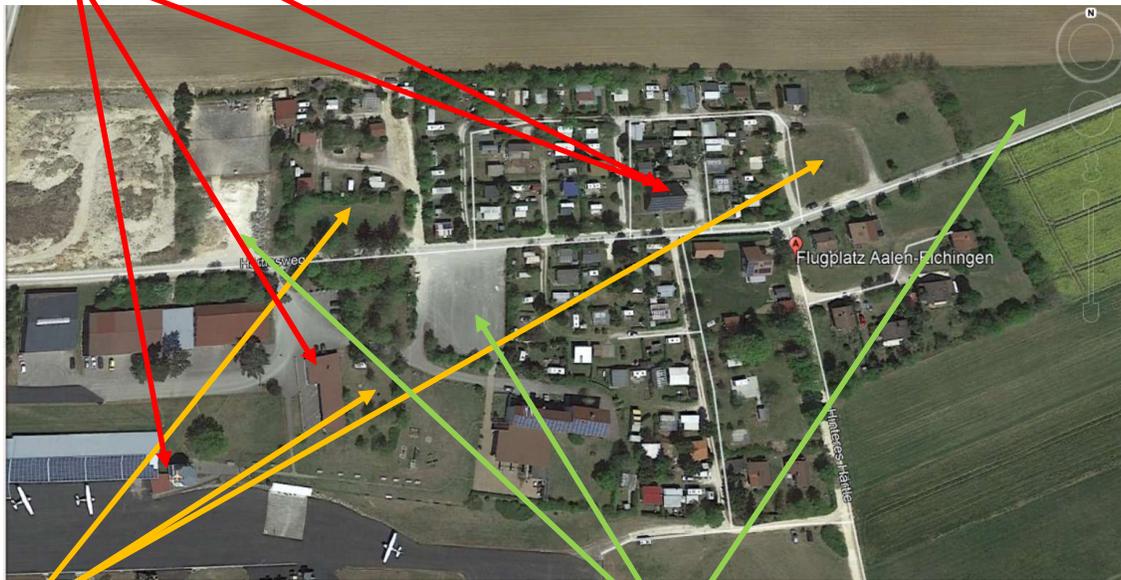
Rigging

Annex B: Briefing (Hangar #1)

Competition bureau



Toilets and showers



Camping Area

Parking



Terrace of the airfield restaurant



Back to the trailers after finishing the task



Grid briefing

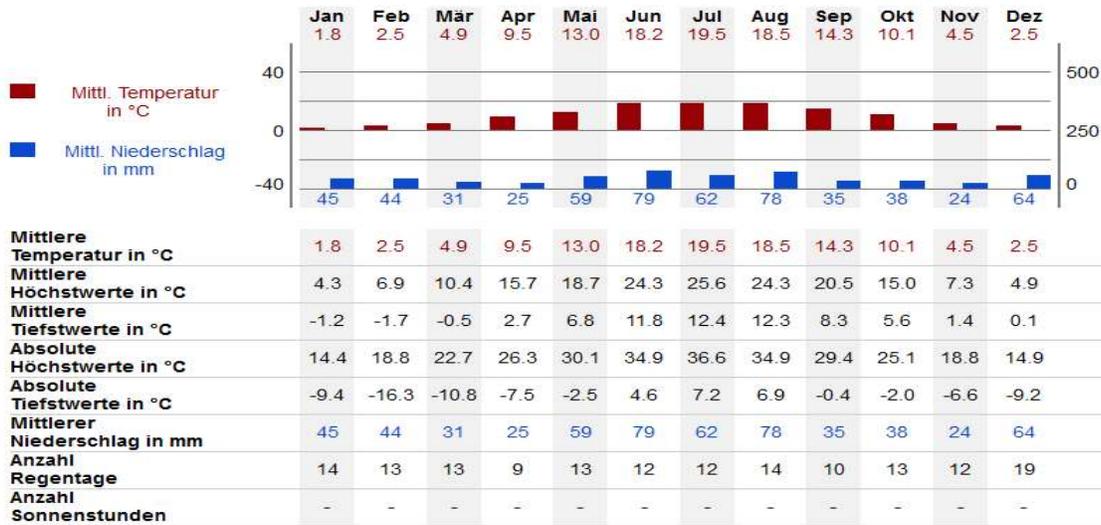


View of the Monastery Neresheim - 8 minutes to drive from the airfield:

### Annex C: climate

Source: <https://de.weatherspark.com>, <https://www.wetterdienst.de> and <https://www.meteoblue.com>  
 data shown for Neresheim

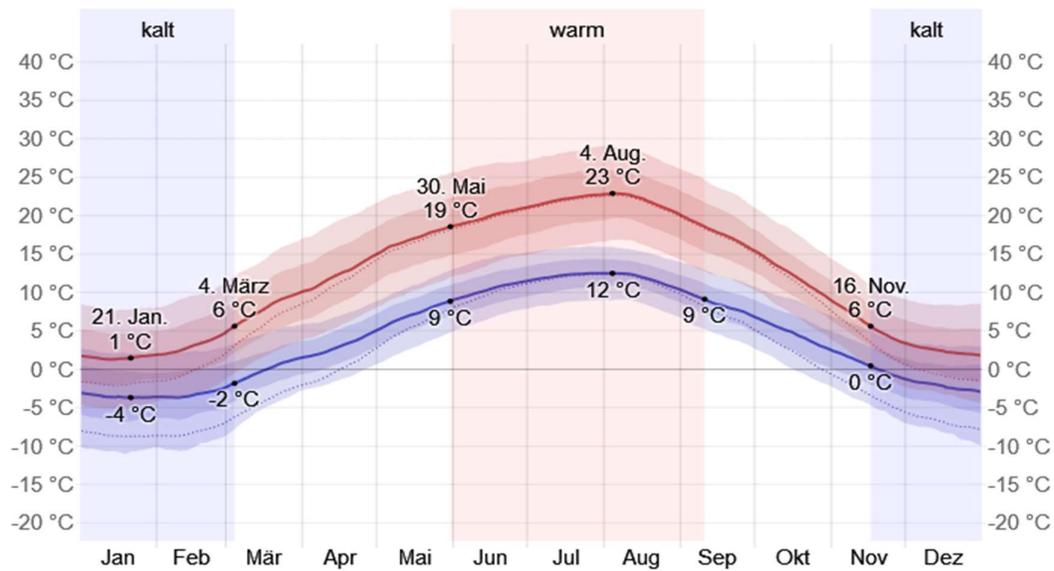
### Precipitation and temperature chart for Neresheim (2017-2022)



Datenbasis: 09/2017-08/2022

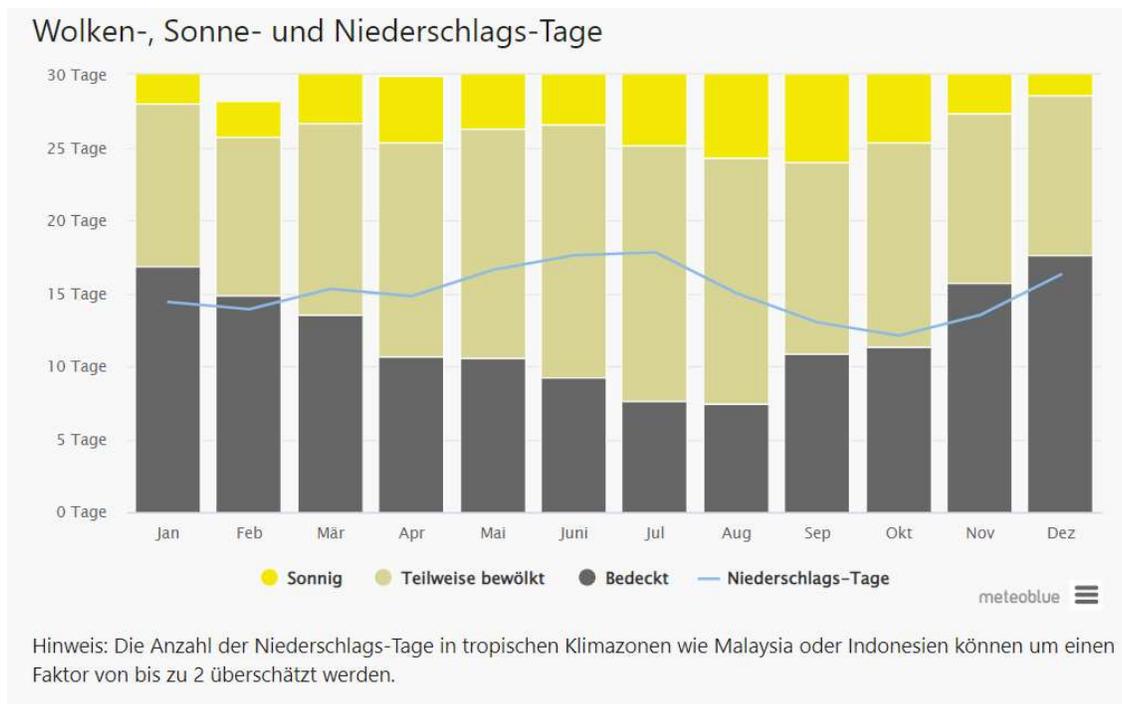
Die Klimastatistik für Neresheim wird jeweils zum Monatsbeginn mit den neuesten Daten für Temperatur, Niederschlag, Regentage und Sonnenstunden aktualisiert.

## 1.1 Temperature chart for Neresheim



Data: 1991 - 2021 Min. Temperatur (°C), Max. Temperatur (°C), Niederschlag (mm), Luftfeuchtigkeit, Regentage. Data: 1999 - 2019: Sonnenstd.

## 1.2 Days with sunshine, clouds, and precipitation for Neresheim







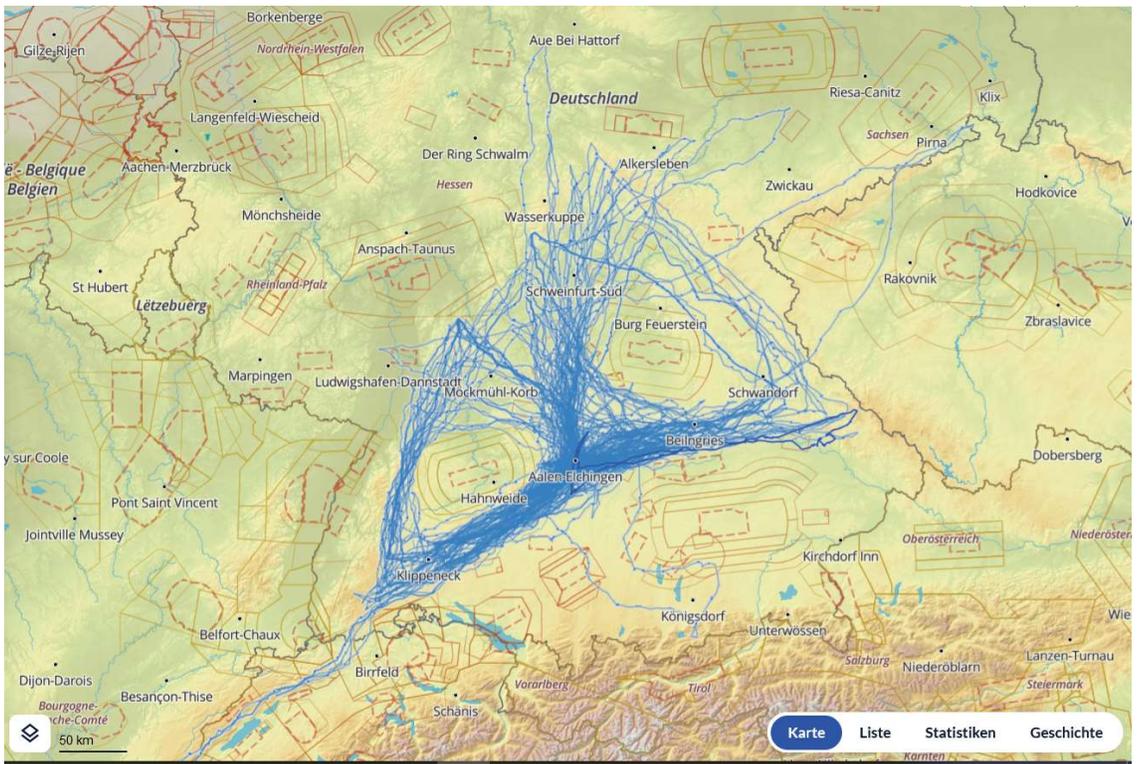
Flight traces flown in the year 2023 with starting point EDPA

Can be seen:

[https://www.weglide.org/ranking/free?season=2023&category=airport\\_total](https://www.weglide.org/ranking/free?season=2023&category=airport_total)

Flight km flown in the season 2023:

477.450 km which were uploaded in the internet portal Weglide.org



Flights August 2022 with starting point EDPA

Can be seen: [https://www.weglide.org/flight/map?order\\_by=-points&country=Deutschland,DE&airport=Aalen-Elchingen,151977&month=August,8](https://www.weglide.org/flight/map?order_by=-points&country=Deutschland,DE&airport=Aalen-Elchingen,151977&month=August,8)