Bid

Name of event: 42nd FAI World Gliding Championships

Year: 2028

Classes: Open, 18 Metre, 20 Metre Multi-seat

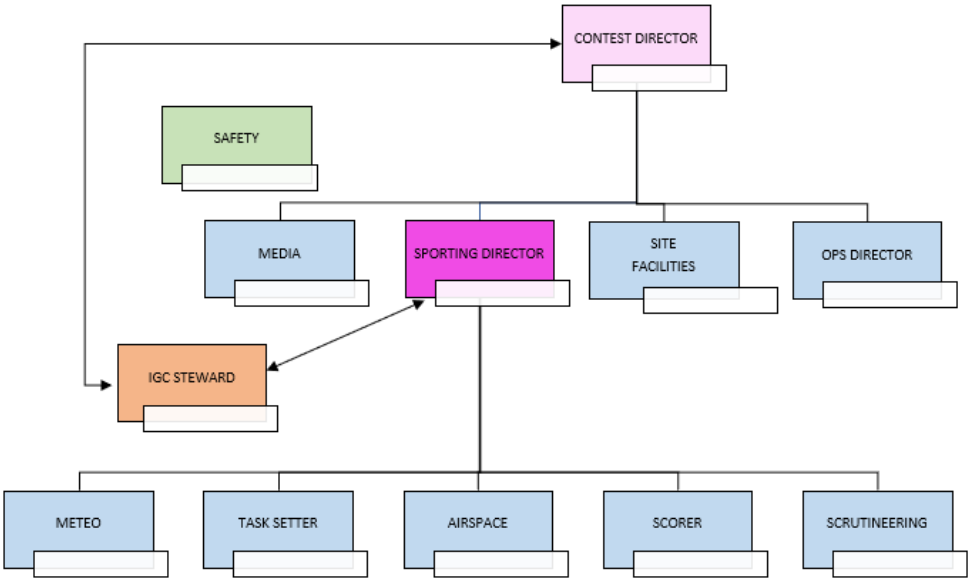
Submitted by: HUNGARY

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
Director of CHAMPIONSHIP* ***Peter SZABO***
Scorer* ***Gergely NOLL***
Sporting director* ***Andras Zeno GYONGYOSI***
Media
Site facilities Director
OpS Director/Safety
Meteo
Task setter
Airspace
Scrutineering

2 Site

2.1 Name address of the airfield: ***LHUD Szeged Airport***

2.2 Co-ordinates of the airfield: ***ARP: N46°15'03" E20°05'21"***

2.3 Direction and distance to nearest international airport, ***LHUD: 0km, BUD: SE 120km***

2.4 Experience of the event team in organising championships: ***EGC 1992, 2002, 2015, WGC 2010, 2017, 2022, WWGC 2009, JWGC 2019, and many Hungarian Nationals***

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

Opening Ceremony:

22nd (SAT) July, 2028

Competition Flying days:

from 23rd July (SUN) to 4th August (FRI), 2028

Closing Ceremony:

5th August (SAT), 2028.

2.5.1 Training Dates:

19-21 July 2028 (WED-FRI)

2.5.2 Competition Dates: Flying days (excluding one official rest day, TBA):

23rd July (SUN) to 4th August (FRI), 2028

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

n/a

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

n/a

2.6 Airfield operating data (provide details for the following)

2.6.1 Surface of airfield, number and directions of runways (provide diagram and photograph): ***RWY 34 RWY16R-34L 1185x30m asphalt, RWY 16L-34R 1177x50m grass***

2.6.2 Ratio of Tow planes to entries (As a guide; organisers should have sufficient tugs to be able to offer all gliders in a class a launch in about 45 minutes.): ***6:1***

2.6.3 Meteorological facilities that will be provided

Experienced gliding competition forecaster presents 24/7 on site. Forecast supported by meteorological data obtained from the Hungarian National Weather Service (HMS) and the Hungarian Military Weather Service: upper air, remotely sensed (radar and satellite) and surface (weather,

temperature, and humidity) observations and aeronautical weather hazard predictions. Our own Numerical Weather Prediction Modeling System – dedicated for the purpose of the competition – is providing derived output products for the needs of the gliding competition. Weather station of the HMS network close to the airport with experienced synoptic forecasters on duty 24/7, rawinsonde observations twice a day (00 and 12Z) close to the airport. Local "TEMP" measurements (possibly made with UAVs) up to 2000mAGL launched between 06 and 07LT on every competitions' flying days. Local, high frequency virtual-temperature measurements on the airfield English speaking sniffer glider information to support precise launching time decision

2.6.4 Parking facilities for gliders: ***available***

2.6.5 Repair facilities for gliders: ***not available***

2.6.6 Repair facilities for radios and instruments: ***on demand***

2.6.7 Oxygen requirements and supply facilities, if required: ***not required***

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

According to EU standards separate collection of waste (plastic/paper/metal/batteries etc) will be applied.

2.6.9 What facilities will you provide to the Chief Steward (accommodation, car, meals etc)

accommodation and meal at the airfield, no car required

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

EU legislation

2.7 Airfield Infrastructure

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

2.7.1 Briefing Room & suitable equipment: ***briefing room available for 150 participants***

2.7.2 Common Room(s) for the competitor: ***briefing room***

2.7.3 Suitable meeting Room for the International Jury and Stewards: ***available at the airfield***

2.7.4 Bar and or restaurant: ***available at the airfield***

2.7.5 Press Centre: ***briefing room***

2.7.6 Communication and internet equipment: ***wifi hotspot at the airfield***

2.7.7 Post and Banking: ***at city of Szeged nearby***

2.7.8 Insurance availability: ***according to EU standards***

2.7.9 Toilets, wash rooms and shower rooms: ***available at airfield camp site for 120 guests***

2.7.10 Car parking: ***available at the airfield***

2.7.11 Emergency (including fire): ***Szeged City nearby***

2.7.12 Medical and First Aid: ***Szeged city hospital***

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

Available at the airport or in the city of Szeged nearby

2.7.14 Competition office hours

2.7.15 Social event planned during the event

International evening planned on the second weekend, according to weather

2.7.16 Availability of water for ballasting

Available at the tie down area

3 Accommodation and food for competitors

3.1 Accommodation in the local area: ***City of Szeged is one of the most popular touristic area in Hungary with several hundreds of hotels, guest houses and restaurants nearby***

3.2 Accommodation at the airfield: ***airport camping is suitable for about 120 guests for tents and caravans at the airfield, in addition, camping facility is also available.***

3.3 Camping facilities at the airfield

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?

1 toilet per 10 campers, 2 toilets on the grid

3.4 Catering for competitors at the airfield:

breakfast and dinner available for all competitors and teams on site.

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

4.1 Topography in the task area: ***Task area is flat, covered by wide croplands, grasslands and mixed deciduous and evergreen forests. The average size of a typical cropland is over 1 km, ideal for safe outlanding. The soil of the surrounding area is sandy (between the Danube and the Tisza rivers) or clay and loam (East to the Tisza river). Industrial area and huge green house cultivation are also a good source of convection in most cases. About 80 km North from Matkopuszta mid-level hills and low mountains are giving opportunities for flying in a changing environment. Big rivers are sometimes significant divides of weather and have significant convergence effect on soaring conditions.***

4.2 A comprehensive survey of meteorological conditions:

The climate of the Great Hungarian Plain is semi-arid and arid continental, with a mean duration of sunshine over 3000 hours and precipitation around 500 mm per year (the amount of precipitation in some unusually humid years may rise up to 1000-1500mm, even in the Southwest part of the country). IGC - WGC Application page 5 of 7 September 2017 Low pressure systems and weather fronts usually decay before their arrival due to the joint dissipative effect of the continental climate and the arid flatland inside the Carpathian basin. In case of the penetration of a Mediterranean depression system however, 2-4 subsequent days may be influenced by low ceiling, strong wind and precipitation (in summer preferably showers but sometimes rain or drizzle as well). The average climb rates in arid years is up to 4 m/s (or sometimes more) and the convective cloud base (or top of blue thermal) around 2000m AGL (sometimes over 3000m). The initiation of thermal activity in July is around 0900LT, and thermal activity terminates usually not before 1800LT. In some exceptionally humid periods the cloud base may be at 1000m, and average 1m/s climb is expected. Diagrams and charts about gliding climatic conditions will be provided later in the Annex of the Final Bid (under preparation). The daily maximum temperature in July and August is usually around 30 degrees centigrade; highs over 35 are not unusual either. Daily minimum temperature usually around 20, however, in some exceptional cases, lows may drop below 15 centigrade even in July.

4.3 Restrictions in the task area

State border Hungary from South, Military Restricted Airspace to the North (active only on weekdays), and Civilian Airspace of International Airport Budapest (80 km) and Debrecen (80 km). The altitude limit is 9500 feet QNH.

4.4 Airspace in the task area

LHUD Szeged TIZ

4.5 Typical tasks to be expected

300–500km racing task or 3.5h AAT

4.6 Road and traffic conditions

Highways and dense road network

5 Rules

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

5.2 Starting procedures

Start line or cylinder

5.3 Tasks

RT and AAT

5.4 Finish procedures

Finish ring R=4km radius with minimum finish altitude 400mMSL

5.5 Scoring

Classic (1000 point) scoring system in all classes, according to Annex A 8.1

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

Because of airspace clearance and special agreement with Hungarian Airforce, in the task area FLARM tracking is required.

5.6.1 For pilots and crews

5.6.2 For sailplane and equipment

5.6.3 Number of competitors: State the maximum number of competitors that may be entered the competition: ***maximum 40 entries per class, 60 entries overall.***

5.6.4 Provide explanation for this number: ***airport size limits the maximum number, but the area and outlanding possibilities permits more options even for juniors.***

5.6.5 Indicate how the classes will be separated for: ***separate starting points and task areas***

5.6.6 Starts

5.6.7 On task

5.6.8 Finishing and landing

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

6 Entry Fee

Provide details of the costs in Euros or USD of the Local Entry Fee and the Aero Tow.
The bid should take into account inflation. We do not want to amend these fees once approved.
We request that you specify parameters that were used to calculate the Entry fee and Tow costs and how changes in those parameters would change the Entry fee and or Tow Costs eg Entry fee will be $1000 if inflation is 2% or $1500 if inflation is 5%.
Eg Aero Tows will be 50USD if the fuel cost is 2USD per litre. If the fuel cost is 3USD per litre the Tow cost will be etc etc.
Also include the case where costs could be reduced.
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If this bid is accepted no further increases to Local Entry or Tow costs will be approved

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

JEGC IGC Sanction Fee not applicable

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)*

EUR 1100

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

All Operational costs are covered by the entry fee including: ? Aeronautical Chart for the Competition ? Competition package with utilities and surprise gifts ? Daily TC & Pilots' briefing ? Copy of weather and task sheets for competitors and TCs. ? Water ballast filling facilities near tie-down area ? Text message notifications for TCs and Pilots ? Multiple WiFi Hot Spots (reachable at most public places) ? re-hydration beverages on the grid ? Weather, tracking and result information displayed in social area ? and much more Aero tows, catering for Team members and accommodation costs excluded.

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

N/A

6.2 Cost of aero tows

80EUR per aerotow (600mAGL)

SECTION B NON-MANDATORY

6.3 Rental cars

6.4 Accommodation (as appropriate for local facilities)

6.5 Hotels

6.6 Apartments

6.7 Bed and Breakfast

6.8 Camping *(as per note above)*

6.9 Catering

6.10 Hotels

6.11 Restaurants

7 Glider Hiring (provide information on the following)

7.1 The availability of local gliders for hire

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

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

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

8.1 Ports or cities of entry

8.2 Customs requirements

8.3 Customs brokers

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

9 Training

9.1 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)

10 Trackers

10.1 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 1st preference.

11 Miscellaneous

11.1 **Visa** Provide relevant information

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

Agreement of NAC to this bid

Document to be stamped and dated by NAC on this page

Agreement of officials (to be completed if bid is accepted)

I Andras Zeno GYONGYOSI being the Contest Director and Sporting Director for the 8th FAI Junior European Gliding Championships

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 31st December 2024.