



# 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.

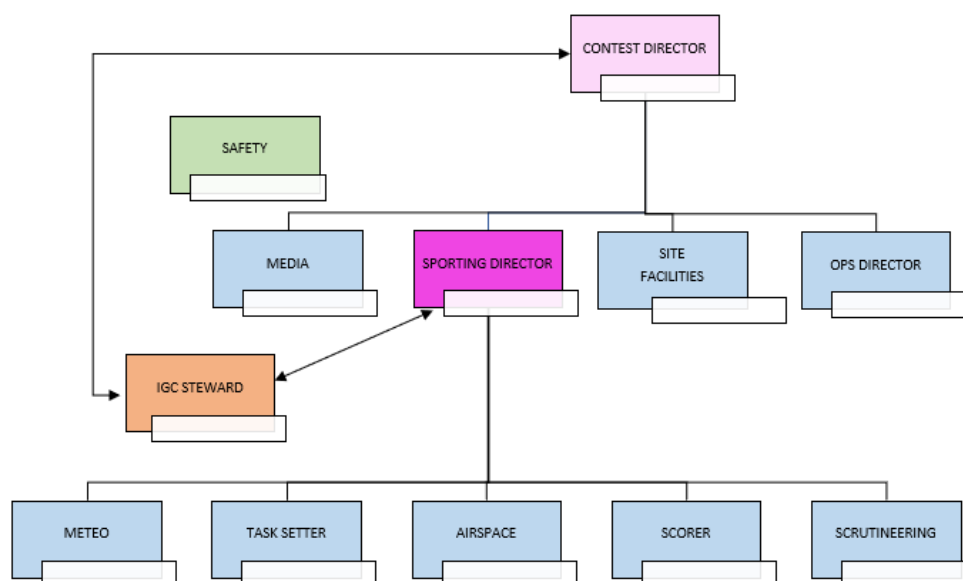
# SECTION A MANDATORY

## 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

Contest director: Reimar Moeller

Scorer: Nikolas Arens

Sporting director: Frank Schwerdtfeger

Site facilities Director: Reimar Moeller

OpS Director/Safety: tba

Meteo: Dr. Karl-Heinz Enderle

Task setter: Frank Schwerdtfeger

Airspace: Reimar Moeller

Scrutineering: Rheinhold Mallik

## 2 Site

### 2.1 Name address of the airfield

Lachen-Speyerdorf EDRL  
Hasslocherstr. 25  
67435 Neustadt/Wstr.  
Germany

The airfield is located 6km East of Neustadt/Wstr. In one of the suburbs of Neustadt an der Weinstrasse, which has a population of approximately 50 000. Lachen-Speyerdorf itself is one of the older airfields in Germany, with the first documented flights in 1911. Since the airfield has been in use by our club interrupted by military use during the world wars. Our club is mostly focused on gliding, so we have frequently been hosting competitions since the 1970s.

### 2.2 Co-ordinates of the airfield

49°19'49.3"N 8°12'41.3"E

### 2.3 Direction and distance to nearest international airport,

Frankfurt International Airport is the nearest one to Lachen-Speyerdorf. It is located 80km north of Lachen-Speyerdorf, 115km to go by car.

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

We do host competitions in Lachen-Speyerdorf for a long time now. Normally we host “bigger” competitions like qualification competitions for German nationals every two years. We have been hosting the German Women Nationals in 2008, 2018 and we will host them in 2024 as well. On top we started to host a small one with only up to 20 competitors on a yearly base since 2021. Reimar Möller has fulfilled the role of contest director since 2004 except for the German Woman Nationals 2008, where he acted as scorer. He was Team Captain of Team Germany at EGC2019 and WWGC2023. Frank Schwerdtfeger started as scorer at the 2013 Junior Qualifications and has been acting as sporting director and task setter since then. Dr. Karl-Heinz Enderle has accompanied our team as Meteorologist since 2004. Nikolas Arens has done scoring since 2018 German Women Nationals. All of us are members of the same flying club since the age of 14 and are helping at competitions at Lachen-Speyerdorf since then. All members of the organising team are active glider pilots and enjoy flying competitions as well. We like to integrate best practices we see on other competitions, so the competitors have a most enjoyable experience flying at our airfield.

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

### 2.5.1 Training Dates

Unofficial Training 18.-20.7.27; official training days 21-23.7.27.

### 2.5.2 Competition Dates

Opening ceremony 24.7.27; competition flying 25.7. – 06.08.27; closing ceremony 07.08.23

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

Unofficial training 04.-06.07.27; official training days 07.-09.07.27.

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

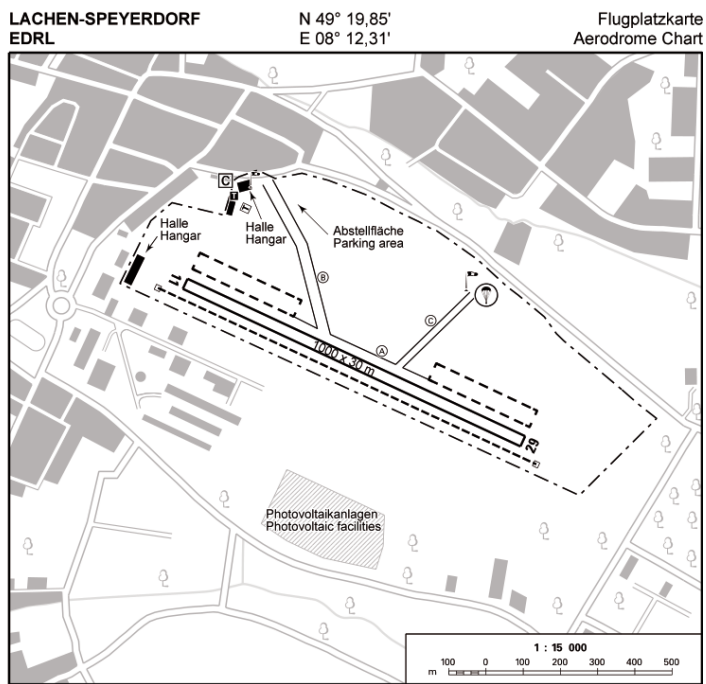
10.07.27 opening ceremony; 11.07.- 23.07.27 competition flying; 23.07.27 closing ceremony.

## 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)

The airfield is equipped with a grass runway 1000x30m for powered airplanes up to 5.7 to MTOM in direction 12/30. Parallel to the main runway there is a glider strip with 60m width separated by a 25 wide taxiway from the main runway. During normal operations this glider strip is crossed by two taxiways, so that we use only 300m on each side for the gliders to land. During competitions we close the airfield for public traffic and combine runway, parallel taxiway, and the glider strip into one, so we have 1000x 115m grass runway available. In this configuration the airfield will only be marked with threshold signs and flush white side markings, to get rid of any possible obstruction on the area.

Normal configuration:



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.)

We will provide a minimum of 1 towplane per 10 entries, our aim will be 1 per 8.

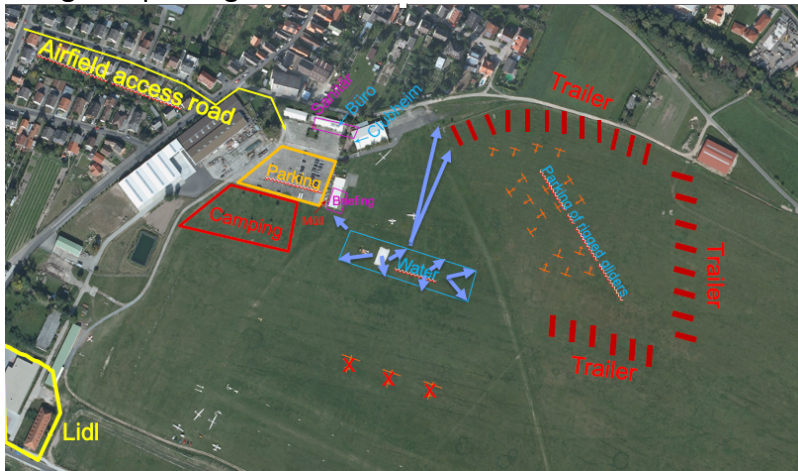
2.6.3 Meteorological facilities that will be provided

We will provide a daily met briefing and will have a self-service terminal with access to meteorological services of German Weather Agency (DWD).

#### 2.6.4

#### 2.6.5 Parking facilities for gliders.

We will provide an area approximately 200 x 250 m in the northern part of the airfield for trailer and glider parking.



#### 2.6.6 Repair facilities for gliders

There is a workshop on the airfield, where repairs can be done by the crews themselves. There are 3 companies within 60km radius doing repairs (Günthert + Kohlmetz (Bruchsal), Frank + Waldenberger (Phillipsburg), Huber (Speyer), as well as the DG aviation (Bruchsal))

#### 2.6.7 Repair facilities for radios and instruments

We have no instrument workshop on the airfield, but within 40 km we have shops of 2 aeronautical suppliers (Friebe Luftfahrtbedarf (Mannheim), Air Avionics (Walldorf))

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

No need for oxygen.

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

The airfield by itself is a Nature reserve, so we are used to keep care of our environment. Areas of the airfield outside of the manoeuvring area are normally home to sheep, which take care of cutting the grass in these parts.

Right now we are in the process of checking the feasibility to install solar panels on our car parking area, so we will provide the energy used during the competition by solar power. Additionally, we already have some solar panels for heating the water for restrooms and showers.

## 2.7 Airfield Infrastructure

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

### 2.7.1 Briefing Room & suitable equipment

Normally we use the hangar, where we store our gliders as a Briefing Room. It will be equipped during competitions with a projector and PA equipment as well as seating on desks suitable for 60 – 70 pilots plus crews seating in the back. We can accompany around 120 people in there. If entries will exceed this number we would move to our “big” hangar, where we could host substantially more.

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

The Briefing hangar will be open for use of all competitors during the event, as well as our clubhouse, which can provide seating for another 40-50 persons inside and the same amount outside.

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

We have a Building containing 1 Office for the Organising Team and have directly next door a room we normally use for theoretical training during winter times, which can be separated in two rooms of 6x6m one of which we will use as office for Jury and the Stewards. We will provide Internet access and other needed infrastructure like PC and printer.

### 2.7.4 Bar and or restaurant

We will provide Beverages and some snacks in our Club House, additionally we have an Italian Restaurant on the south side of the airfield and additional to that an ice cream parlour on the southwestern corner.

### 2.7.5 Press Centre

We would use the last of the three Office rooms nearby to Organizing Team and Stewards/Jury as Press Centre

### 2.7.6 Communication and internet equipment

We will provide basic Internet access via WIFI in the Briefing Hangar and the surrounding of our Club House. We have very good and fast 5G coverage by cell providers. Communication with TCs and pilots during the competition will be done via WhatsApp.

### 2.7.7 Post and Banking

Post and Banking facilities are available in Neustadt 6km west of the airfield.

### 2.7.8 Insurance availability

Same as 2.77

### 2.7.9 Toilets, washrooms and shower rooms

We have some permanently installed showers, toilets and washrooms in the hangar area close to briefing, camping and offices. With these facilities we normally handle competitions up to 70 pilots

plus crews. If needed we will add some additional facilities, depending on entries. There will be separate facilities for men and women.

#### 2.7.10 Car parking

Car parking is provided directly next to the camping area. Depending on feasibility of our solar power project there will be a charging possibility for electrical cars as well.

#### 2.7.11 Emergency (including fire)

Lachen-Speyerdorf has its own fire brigade and the next regional police centre is in Neustadt. There is a rescue plan, ensuring fast response times. The airfield is equipped with basic rescue and firefighting equipment to enable a quick response in case of accident on the airfield.

#### 2.7.12 Medical and First Aid

The next hospital is in Neustadt, there are several practicing doctors located in Lachen-Speyerdorf. The next rescue station is attached to the hospital 5km away. The crews will be provided with a telephone number for first aid in addition.

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

#### 2.7.14 Competition office hours

Normally we will be there from 07:00 – 21:00. But one of the organizers will always be at the airfield, so we can be reached in case of urgent affairs.

#### 2.7.15 Social event planned during the event

We plan to host an evening with specialities from Germany and our region, as well as an international evening and of course the Baba Jaga Event. We will try to organize events like wine tasting depending on weather and rest days.

#### 2.7.16 Availability of water for ballasting

We provide water for ballasting out of several taps provided in the field to fill glider by hose or to fill canisters. The taps are located at the edge of the trailer / glider parking and the majority halfway between trailer/glider parking and Briefing Hangar. There will be enough space in between taps so several gilders can fill at the same time.

### 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 and guest houses in the surrounding of Neustadt. A youth hostel is in Neustadt. Our surrounding area is tourism oriented so a broad variety of possibilities to stay is



provided, from the Christian Guesthouse in walking distance to the airfield to holiday apartments attached to vineries in the surrounding area to hotel accommodation.

### 3.2 Accommodation at the airfield

We can provide only camping facilities directly at the airfield.

### 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?

The camping ground is located next to the Briefing Hangar directly northwest of the runways, so you are. It provides enough space and electrical facilities for approximately 80 caravans or tents, depending on size. As permanently installed facilities we can provide 6 toilets and 4 urinals in addition to 7 showers. There is a possibility to empty portable toilets. We will provide additional rental facilities depending on the number of campers. At the moment we aim at 1 toilet/shower per 15 campers.

We will provide 1/30 competitors chemical mobile toilets on each grid in addition. As we normally try to grid on runway 11 the fixed facilities will be in short walking distance as well.

### 3.4 Catering for competitors at the airfield

Catering service will be provided by members of the club in our club house and the restaurant on the south side of the airfield. There are additional restaurants available in surrounding villages and cities and we are happy to provide suggestions. For self-catering at the airfield, we have a small supermarket located on the corner of the airfield, approximately 300m away from camping ground and a wide variety of supermarkets and shops in Neustadt.

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

### 4.1 Topography in the task area

Lachen-Speyerdorf is located on the western part of the Rhine Valley 7km away from the Palatinate Forest. The task area is dominated by midrange mountains (Palatinate Forest, Odenwald, Spessart, Rhön, Black Forest, Swabian Alb) and the valleys in between. The combination of flatland and ridges develops during the summer months excellent thermal conditions with good landing conditions for outlandings, so no special knowledge of the terrain is necessary to compete safely. You can see the contest area outlined in red on Annex A.

### 4.2 A comprehensive survey of meteorological conditions

During July/August weather in the competition area is normally dominated by high pressure in Eastern Europe and a central ridge in FL 180 with some dry air flowing in from the east, which almost guarantees for stable and very good conditions in our area. The competitions in the last years

showed us, that we can nearly always fly during July and August. Common Cloud bases are between 2000 and 2800m MSL.

### 4.3 Restrictions in the task area

Upper limit for gliding is FL95 in the competition area.

### 4.4 Airspace in the task area

The airspace in the task area consists mostly of Airspace "E". 80km North of EDRL is Frankfurt Airport located with a big portion of Class C airspace, which directs most of the flights during the competition towards the east/northeast. Nevertheless, it is possible on some days to fly around that airspace if weather permits task lengths of more than 500km. In the eastern part of the task area is Nurnberg airport with its Class C, but it is distant enough it doesn't affect contest flying out of EDRL at all. Class "C" Stuttgart is in the southeast of the contest area but can be easily circumnavigated on tasks along the Swabian Alb and the Black Forest.

30km northwest of EDRL is Baumholder, a restricted military airspace above a shooting range. We normally got approval by the military to use this airspace for competition flying as well, but at the present security situation we cannot count on that. However, we rarely used the area in the past for task setting, so this will not affect us much.

The control zones at Ramstein and Mannheim airfield 20km to the northwest and 20km to the northeast are not protected by any other airspace measures, so they don't affect contest flying.

### 4.5 Typical tasks to be expected

Typical task lengths will be in range between 300 and 500 km, so most of the competition days you can expect 1000-point scoring days. Normally the tasks will lead to the East / Northeast, but if weather permits and allows us to set task lengths >500km we will lay tasks around Frankfurt airspace or around Stuttgart airspace, Making use of the really good conditions in Taunus, Rhön, Black Forest and the Swabian Alb.

### 4.6 Road and traffic conditions

Lachen-Speyerdorf is located directly at an exit of federal highway A67. In general road standards are very high and traffic around Lachen-Speyerdorf is not that high. Neustadt is very good connected to the railway system, as it is located at the tracks Mannheim - Paris.

## 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:

### 5.2 Starting procedures

Geometry: Start Line (7.4.3 a)

Start Options: Normal and PEV (7.4.2 a / b)

If applied by the IGC Start cylinder as proposed by Poland may be used.

### 5.3 Tasks

Racing and AAT (6.3.1 + 6.3.2)

### 5.4 Finish procedures

Finish Ring (7.7.2 a)

### 5.5 Scoring

Classic and Team Cup (8.1 /8.1.2)

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

#### 5.6.1 For pilots and crews

Pilots must have a valid ICAO compliant glider licence including the launching method chosen for the competition (aerotow or self-launch). Depending on the country issuing of the licence pilots may have to do a validation or transcription of their license in accordance with DVO(EU) 2020/358. There may be the need to apply for a Visa to enter the European Union, depending on the nationality.

#### 5.6.2 For sailplane and equipment

For sailplanes registered under a restricted type certificate outside of the EU an entry permission must be granted by German Aviation authority LBA.

Flight documentation must be conducted by using IGC approved flight recorders only. Any type of collision avoidance equipment must be compatible to FLARM devices.

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

Overall the maximum number is 80.

#### 5.6.4 Provide explanation for this number

If we operate on runway 29 departures will overfly the village of Lachen-Speyerdorf immediately after the end of the airfield. For safety reasons we want to be as high as possible at the end of the airfield, even in case of high temperatures and heavy loaded gliders to give pilots a safe range of acting in case of rope breaks or engine problems on tow planes. Therefore, we split the grid in south and north consisting of 4 planes per row in north grid and 3 planes with max wingspan 15m in south grid, resulting in approximately 120m gain of take-off distance for aerotows. So the distance from the first row to the first obstacles will be 1200m in total. Due to safety considerations we do not want to go below this value.

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

#### 5.6.6 Starts

Using different start points per class, which will be separated by 10- 15 km. Starting times will be different as well.

#### 5.6.7 On task

Setting the tasks different for each class without crossing courses.

#### 5.6.8 Finishing and landing

We will set a turnpoint to align the classes, so they will enter the finish ring from the same direction to avoid crossing traffic. Most of the time pilots will be able to do a straight in landing out of the last turnpoint to keep pattern traffic low. The large available landing field will make a safe operation with high rate of landings possible.

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.*

***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**

5 CHF

### 6.2 Entry Fee Part b) **Local entry fee** component

850 EUR based on 3% inflation rate as of today; if inflation is 5% it will be 890 EUR.

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

Airfield preparation, preparation and use of facilities, competition map, met service, scoring, Equipment like scales, projectors, Wi-Fi access points, rental for tracker, welcome package for competitors,

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

none.

### 6.3 Cost of aero tows

At current price of 2,86€ per Litre AVGAS (Dec 2023) we will charge 55€ per tow up to 600m GND. If

fuel price is getting to 3,00€/Litre we will charge 60€ per tow up to 600m. If fuel price falls below 2,70 €/Litre we will decrease price to 50€ /tow for club class and 52€/tow for 18m/std class.

## **SECTION B NON-MANDATORY**

### **6.4 Rental cars**

Averaging around 60€ per day for small cars. If cars are needed, that are equipped with tow hook they can be around 150€ per day.

### **6.5 Accommodation (as appropriate for local facilities)**

not available at the airfield

### **6.6 Hotels**

60 – 120€ per person per night

### **6.7 Apartments**

ca. 100€ per day (2-4 persons)

### **6.8 Bed and Breakfast**

around 50€ per persons per day

### **6.9 Camping**

20€ per pilot per day.

### **6.10 Catering**

### **6.11 Hotels**

Breakfast is normally included in hotel room rates.

### **6.12 Restaurants**

15 – 40€ per Meal

## **7 Glider Hiring (provide information on the following)**

### **7.1 The availability of local gliders for hire**

There are many gliders available for competition flying in Germany. DAeC will assist in brokering if

glider hires are needed. We will publish offers on the competition website if someone proposes to rent out a glider for the event.

## 7.2 The costs of hire

Is depending strongly on the type of glider. Price range in 12/2023 is form 800 -1400 € / week.

## 7.3 Any restrictions on hire

EU validated license may be required, if renting a glider registered in EU.

# 8 Glider Import

Since there is a good possibility to rent glider for competitions in Europe and especially in Germany, it is in our opinion not necessary to. import gliders from overseas for the event.

## 8.1 Ports or cities of entry

to be determined if necessary.

## 8.2 Customs requirements

Non within EU

## 8.3 Customs brokers

to be determined if necessary.

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

to be determined if necessary.

# 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)

We will organize a gilding competition in Summer 2026 during that we will apply only Sporting Code Annex A and not German SWO. Any team, that wants to participate is welcome to this one. Any team or any individual competitor is welcome anytime during the year to familiarise themselves with the airfield and the task area we fly in. Normally we have some guest clubs during summer for camps at our airfield, so that individuals can use these camps, or if a team wants to train at our airfield for a certain time, we can arrange for that as well.

## 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 1<sup>st</sup> preference.

Preference is IGC trackers

## 11 Miscellaneous

11.1 **Visa** Provide relevant information

The regulations for visiting EU will apply for all competitors. We can provide help when needed.

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

See 11.1

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

I ..... being the Contest Director for

and

I ..... being the Sporting Director for

.....

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.....



