



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 31st 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 before the deadline of midnight UTC 31st 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.

2026 - 24th EGC Club Standard and 15m

Aeroklub Ostrowski

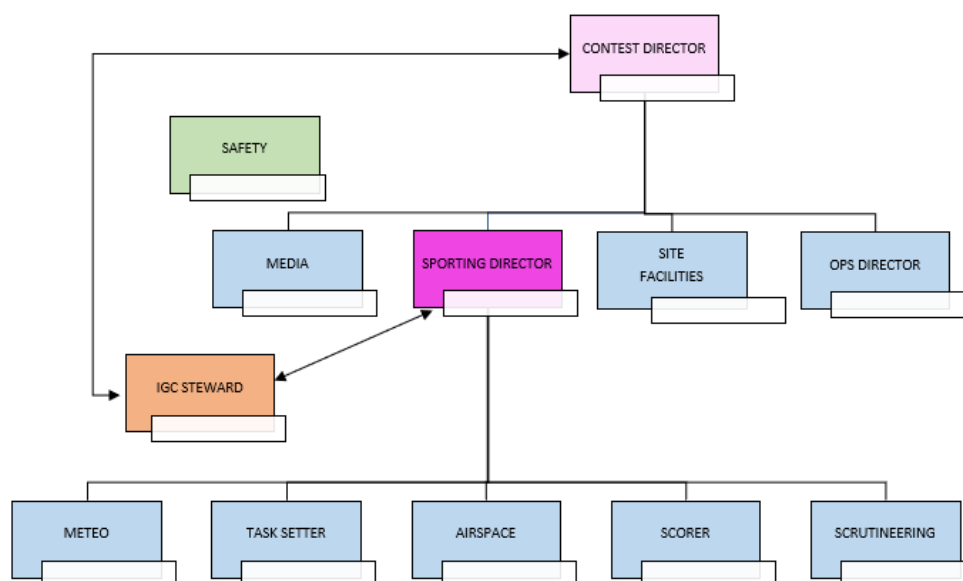
SECTION A MANDATORY

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 * **Karol Skarżyński**

Scorer* **Wojciech Batog**

Sporting director* **Karol Skarżyński / Artur Rutkowski**

Media **TBD**

Site facilities Director **Karol Skarżyński**

OpS Director/Safety **TBD**

Meteo **TBD**

Task setter **Karol Skarżyński / Artur Rutkowski**

Airspace **Jacek Wasiak**

Scrutineering **TBD**

2 Site

2.1 Name address of the airfield

Michalkow (ICAO code – EPOM).
Aeroklub Ostrowski
Lotnisko Michałów,
63-400 Ostrów Wielkopolski

2.2 Co-ordinates of the airfield

51°42'06"N 017°51'03"E
elevation 143 m AMSL.

2.3 Direction and distance to nearest international airport,

- Poznań, - 122 km NW (population: 536.000),
- Łódź -136 km NE (population: 682.000),
- Wrocław 96 km SW (population: 641.000).

2.4 Experience of the event team in organising championships

- *The biggest polish regional gliding Championships "Ostrów Glide" organized for 32 **years in a row** (as of 2023)*
- *Polish National Championships in open class 1991*
- *European Championships in Glider Aerobatics in 1998*
- *Polish Junior Gliding Championships 1999*
- *Polish Junior Gliding Championships 2009*
- *Women Gliding Championships of 4 Nations 2010*
- **17th FAI European Gliding Championships 2013**
- *Polish National Championships in standard class 2015*
- *Polish National Championships in 15 metre class 2018*
- **35th FAI World Gliding Championships 2018**
- *Polish National Championships in 15 metre class 2019*
- *Polish National Championships in 15 metre and Club classes 2020*
- *Polish Junior National Championships 2020*
- *Polish Junior National Championships 2021*
- *Polish National Championships in Open class 2022*
- *Polish Junior National Championships 2022*
- *Polish National Championships in Club class 2023*
- *Polish Junior National Championships 2023*
- **13th FAI Junior World Gliding Championships 2024 (upcoming)**
- **5th FAI 13,5m World Gliding Championship 2024 (upcoming)**

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

2.4.1 Training Dates

1-5.06.2026

2.4.2 Competition Dates

6-20.06.2026

2.4.3 Alternate dates for training (preferably greater than 3 weeks from primary bid dates in 2.2.1)
3-7.08.2026

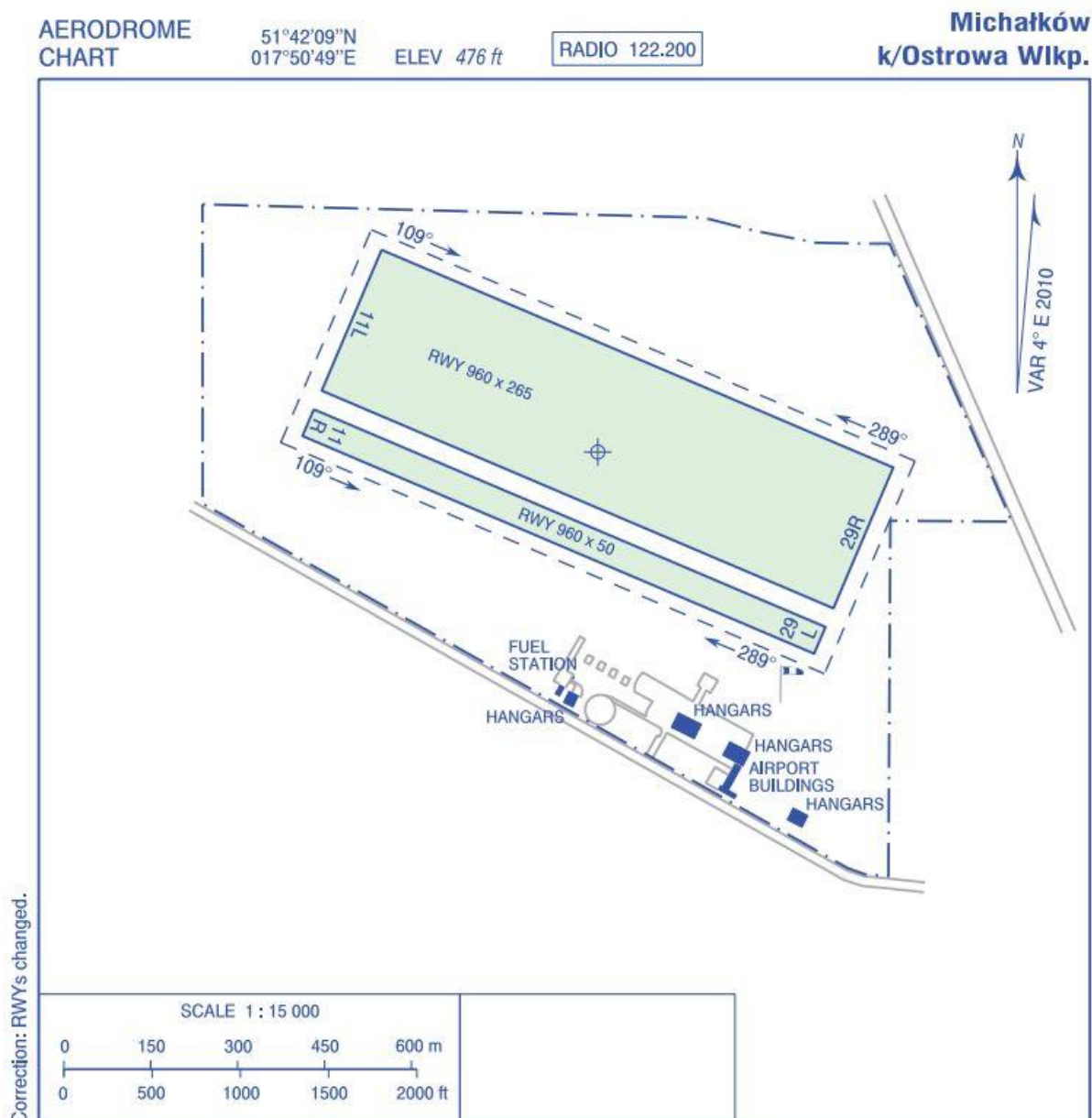
2.4.4 Alternate dates for competition (preferably greater than 3 weeks from primary bid dates in 2.2.2)
8-22.08.2026

2.5 Airfield operating data (provide details for the following)

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

Two runways:

- RWY 11/29 960x265m, grass
- RWY 11/29 960x50m, with reinforced grass surface









2.5.2 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.)

1 to 9



2.5.3 Meteorological facilities that will be provided

Meteorologists from Institute of Meteorology and Water Management will be providing meteorological coverage.

A resident, professional weather man (also a glider pilot) will provide additional coverage.

2.5.4 Parking facilities for gliders.

Grass surface close to the runway with enough space for gliders and trailers

There will be a special zone for charging gliders with electric drives.

2.5.5 Repair facilities for gliders

Repair facilities for gliders and accessories are available on site and in the vicinity of competition site.

2.5.6 Repair facilities for radios and instruments

Repair facilities for gliders and accessories are available on site and in the vicinity of competition site.

2.5.7 Oxygen requirements and supply facilities, if required

Oxygen is neither needed, required nor supplied.

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

FAI Environmental Code of Conduct will be implemented mainly by:

- Promotion of environmental awareness in air sports through promotion of gliding
- Use of environmentally friendly reinforced-grass runway
- Employing energy-saving measures, and encouraging the introduction of appropriate new technologies (led lighting, etc)
- Waste management with selective bins
- Appropriate storage, handling and disposal of environmentally threatening substances (oil, petrol, paraffin, paints, chemicals and kitchen, campsite and toilet waste etc).
- Allowing grass and wildflowers to grow in a predominantly undisturbed fashion on unused parts of the airfield.

2.6 Airfield Infrastructure

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

2.6.1 Briefing Room & suitable equipment

Briefing will be held in a sufficient size briefing room located in a hangar and equipped with Public Address and Data Projection systems.

An example of the briefing room during the national OSTRÓW GLIDE competition



2.6.2 Common Room(s) for the competitor

If required necessary facilities for the Teams will be provided in the airfield area in portacabins or marquee tents, which will include Internet connection, at a reasonable cost.

2.6.3 Suitable meeting Room for the International Jury and Stewards

A dedicated meeting room will be available with all the necessary equipment and internet access

2.6.4 Bar and or restaurant

There is a restaurant situated on the Airfield





2.6.5 Press Centre

Working places for journalists will be arranged in the designated press center within the main building complex and equipped with internet connection.

2.6.6 Communication and internet equipment

The GSM coverage throughout the contest area is very good and there is no need for extra fixed line telephones. The teams are required to bring their own mobile phones. All Polish GSM providers offer prepaid SIM-cards. Please note that as of today for security reasons one is required to register his pre-paid SIM card providing his ID or passport data in order to use it.

A modern Wi-Fi network with internet access is and will be available on the airfield.

2.6.7 Post and Banking

There are banking facilities in Ostrów Wielkopolski -6km from the Airfield

Nearest post office is situated in Lewków -1,5km from the Airfield

2.6.8 Insurance availability

Assistance with personal health insurance and third party liability insurance for gliders will be available before the competition on request (there are several insurance providers operating in this field)

2.6.9 Toilets, wash rooms and shower rooms

There is a dedicated wash room and shower room renovated in 2022 and 2023.

there is a sink and a dishwasher in the wash room. There is a washing machine also available.

A second wash room and a shower room is availability in the hostel next to the camping

There is s possibility of providing additional containerized facilities if necessary.









2.6.10 Car parking

There is sufficient space on the grass surface for car parking

There is a dedicated car parking on the outside of the club for the public

2.6.11 Emergency (including fire)

Firefighting and other ground rescue services are available from the city of Ostrow. The nearest hospital is approximately 6 km from the airfield. Helicopter Emergency Medical Service base is located on the Airfield, it is also available from nearby cities of Poznan, Łódź and Wrocław.

SAR is coordinated by Rescue Coordination Centre in Warszawa. Nearest SAR unit is located in Leczyca (EPL) about 100 kms ENE from competition site.

2.6.12 Medical and First Aid

The nearest hospital is approximately 6 km from the airfield. Helicopter Emergency Medical Service is stationed at the airfield and also available from nearby cities of Poznan, Łódź and Wrocław.

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

Conference rooms can be arranged on the airfield grounds.

There are conference rooms available in nearby hotels (in Ostrów Wielkopolski)

2.6.14 Competition office hours

The office will be available 7-20 during the whole competition

Competition Director or Deputy Competition Director will be on the grounds at all times

2.6.15 Social event planned during the event

There will be a Polish evening party and an International Evening party organized during the competition

2.6.16 Availability of water for ballasting

Water is available from the local water supply company, there is also a well located on the airfield, there will be also some water tanks to store water during the competition

3 Accommodation and food for competitors

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

3.1 Accommodation in the local area

GÓRECZNIK <https://www.gorecznik.pl/hotel.html>

BOROWIANKA <https://www.borowianka.pl/pokoje/>

POD DĘBAMI <http://www.poddebami.info.pl/5,Kontakt.html>

PODJADEK <https://podjadek.pl/rezerwacja/>

Other accommodations are also searchable on the internet eg, on www.booking.com (use “Ostrów Wielkopolski” as Your location)

3.2 Accommodation at the airfield

Hostel with 30 beds is available on site.

Hostel fees

22 € per person per night

42 € per room per night

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?

Camping site with sufficient space for tents and caravans on site. Available space for 400 people / 100 caravans and tents.

Bathrooms:

There is a dedicated wash room and shower room renovated in 2022 and 2023.

there is a sink and a dishwasher in the wash room. There is a washing machine also available.

A second wash room and a shower room is availability in the hostel next to the camping

There is s possibility of providing additional containerized facilities if necessary.

Planned ratio of campers to toilets is 15 to 1

Depending on number of competitors at least a single toilet cabin at each of the grid locations

Photos of bathrooms and showers, pages 12 – 15

New camping site in 2023







3.4 Catering for competitors at the airfield

There is a restaurant at the airfield open early morning until late evening.

Main course from 10-15 EUR

Nearby hotels 10-20 EUR per meal

Nearby Restaurants 10-20 EUR per meal

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

4.1 Topography in the task area

Terrain is mostly flatlands. Foliage is mostly pine forests and farm-fields suitable for outlandings

4.2 A comprehensive survey of meteorological conditions

During June we normally expect best soaring conditions with usually 20 flying days a month.

- Average temperature 23° C
- Average cloud base 1 700 m AGL
- Average Thermal Strength 2,0 m/s

4.3 Restrictions in the task area

None other than max flight level – 95 and Airspace.

4.4 Airspace in the task area

Poznan Lawica Airport (EPPO), approximately 110 km in northern-west direction, with class C airspace is the closest restriction and limits somewhat task setting in this direction however arrangements with airspace management authorities are planned to attenuate this inconvenience. Other directions are not significantly influenced by controlled, restricted, dangerous or prohibited airspace.

There are military airspaces in regions of Leszno (90km) and Częstochowa (130km) but for the competition period they are raised up to FL 95.

4.5 Typical tasks to be expected

Speed tasks up to 750 km(18m class), numerous completed tasks with average speeds up to 115 km/h, some up to 140 km/h.

For Club and Standard classes a typical task will be in range of 300-500km

4.6 Road and traffic conditions

There are two lane main roads connecting the Airfield to the Nearest Cities. Poznań, Wrocław, and Łódź are 1,5-2h away by car.

No significant traffic in the area.

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

-Start Line

-Start Cylinder (if approved)

5.3 Tasks

Racing and Speed AAT

5.4 Finish procedures

Finish Ring

5.5 Scoring

1000 points system

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

5.6.1 For pilots and crews

Passport with or without visa depending on the country of origin is required according to EU immigration rules.

For flying a Polish registered glider with a non-EASA license a license validation is required, that has to be arranged beforehand

5.6.2 For sailplane and equipment

Amount of third party liability insurance for gliders must meet Polish requirements (100'000 SDR for MTOM <= 495kg and 1'500'000 SDR for MTOM > 495kg as of 2019).

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

140

5.6.4 Provide explanation for this number

This number is a result of many years of gliding championships organization experience. Separation of classes will be achieved by utilizing different start line position for every class.

5.6.5 Indicate how the classes will be separated for:

5.6.6 Starts

Different start points.

5.6.7 On task

Task directions as separated as possible.

5.6.8 Finishing and landing

Use of finish ring. Using the whole breadth of the runway and long landings for separation at landing

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

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.)*

150 EUR= 138,- 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)*

940 EUR – assuming 5% yearly inflation rate

2024	2025 <i>(fees 2024 +5%)</i>	2026 <i>(fees 2025 +5%)</i>
850€	892,50€	937,00€

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

- organization
- cost of the competition staff and costs associated with the volunteer crew
- map
- welcome gifts
- turn points database
- scoring and processing of results
- meteorological information
- photocopy of briefing, meteorological and results charts
- Wi-Fi internet access
- prizes for winners

- Polish day party
- preparation of the parking areas
- infrastructure for water ballasting of the gliders
- water for glider ballasting
- cost of the competition staff and costs associated with the volunteer crew
- infrastructure for charging the gliders with electric motors

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

-we may charge fees for charging gliders with electric motors and/or electric cars

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

80,00 EUR each at fuel price of 3€ per liter

85,00 EUR each at fuel price of 4€ per liter

90,00 EUR each at fuel price of 5€ per liter

SECTION B NON-MANDATORY

6.4 Rental cars

Car rental fees depend on the type of car. Average daily fees start around 60€ per day. Larger cars equipped for airfield usage (tow hook) cost around 150€ per day.

6.5 Accommodation (as appropriate for local facilities)

6.6 Hotels

There are multiple hotels in a 10-15km radius from the airfield. Here are some sample recommendations

GÓRECZNIK <https://www.gorecznik.pl/hotel.html>

BOROWIANKA <https://www.borowianka.pl/pokoje/>

POD DĘBAMI <http://www.poddebami.info.pl/5,Kontakt.html>

PODJADEK <https://podjadek.pl/rezerwacja/>

Other accommodations are also searchable on the internet eg, on www.booking.com (use "Ostrów Wielkopolski" as Your location)

6.7 Apartments

There are many apartments for rent in the area (see www.booking.com, AirBnB, etc)

1.1 Bed and Breakfast

Those are categorized as hotels in Poland (see above for hotels)

1.2 Camping *(as per note above)*

Newly renovated (2023)Camping site with sufficient space for tents and caravans on site. Available space for 400 people / 100 caravans and tents.

There is a dedicated wash room and shower room renovated in 2022 and 2023.

there is a sink and a dishwasher in the wash room. There is a washing machine also available.

A second wash room and a shower room is availability in the hostel next to the camping

There is s possibility of providing additional containerized facilities if necessary.

1.3 Catering

1.4 Hotels

Breakfast is included in typical hotel room rates.

1.5 Restaurants

Nearby Restaurants 10-20 EUR per meal

2 Glider Hiring (provide information on the following)

2.1 The availability of local gliders for hire

For training and competition purposes there are many Club Class gliders in Poland.

Aeroklub Ostrowski can provide Club Class (Jantar) gliders for rent for overseas pilots and other competitors.

There are very few standard class gliders for hire in Poland. There are many such gliders available in Germany and Czech Republic

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

The costs of hire: Depending on the type of glider, costs range from 800 - 1.200€ per week (prices in 2022).

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

An EASA license is required to fly a glider registered in EASA member states (EU + Iceland, Liechtenstein, Norway and Switzerland). Licenses issued outside the above mentioned countries need to be validated.

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

3.1 Ports or cities of entry

Any port within EU

3.2 Customs requirements

None within EU area, for gliders coming from of the outside of the EU we recommend an ATA Carnet

3.3 Customs brokers

Will be provided upon particular request

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

Due to recent containers transport pricing situation it is almost impossible to predict anything for 2026

4 Training

- 4.1 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)

Airfield is open for training flights from March to end of September every Year.

We are open to competitors doing training flights and organizing training camps.

Every Year there are two glider competitions held by Our Club.

5 Trackers

- 5.1 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.

IGC trackers

6 Miscellaneous

- 6.1 **Visa** Provide relevant information

Visas may be required for non-EU residents

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

If You are coming from a non-EASA country and want to fly a glider registered in an EASA state you must get a proper validation of Your license. The validation done by the Polish CAA is valid for all EASA-registered gliders. (But please make sure that your gliders insurance policy does not need a country specific validation for example a German validation for a German-registered glider, etc...)

NOTE: the license validation may take several weeks or even months – so begin this process as soon as possible!

7 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.....