



Bid to host the 2022 Class 2 World Championship

1. Name of Championship

21st FAI World Hang Gliding Class 2 Championship

2. Location(s) of Championship

Aspres-sur-Buëch, in the French Southern Alps (Zip code 05140)

3. Proposed Dates of Championship

23/7/2022 – 6/8/2022

4. Competition allowing the organiser to bid

2017 20th FAI World Hang Gliding Class 2 Championship

2018 Southern Alps Big tasks Category 2 competition

2019 Southern Alps Big tasks Category 2 competition

2020 Southern Alps Big tasks Category 2 competition

all in Aspres sur Buëch

5. Local Organiser (LOC)

Association pour le Developpement du Planeur Ultra-Léger (ADPUL)

Rue du Lac, 05700 Serres, France

Phone: mobile +33 6 43 18 16 89,

www.ultralight-glider.fr

adpul@ultralight-glider.fr

Note:

ADPUL is a non profit organisation created in 2014 to promote and help for the development of ultralight gliders, and especially the FAI class 2 gliders.

It was awarded the 2018 FAI Gold Medal for promoting Airsport

6. Sporting Power

Fédération Française de Vol Libre (FFVL)

The Sporting Power will also have to sign the Organiser Agreement.

7. Detailed Schedule of Championship

- Free training days: any days before July the 23rd
- Official training days: 23th to 25th July
- Registration: Daily 6pm from 22th to 25th July
- Opening ceremony: 25th July 7pm
- Mandatory Safety Briefing: 25th July 8:30pm

- Mandatory training task 26th July
- Championship flying days: 27th July to 5th August
- Prize-giving Ceremony: 6th August 10am

8. Organisers, Directors and Key Officials

Event Organiser:	Pascal Lanser, <i>President of ADPUL</i>
Event Director:	Sylvie Berthelot, <i>General Secretary of ADPUL</i>
Meet Director:	Emanuel Felix Faure, <i>Technical Director of the FFVL for Hang gliding</i>
Safety Director:	Antoine Boisselier, <i>famous international Class 1 hang glider competitor, was also many time Meet Director of important Category 2 hang gliding events</i>
Live Tracking Coordinator:	Sylvie Berthelot, <i>as during the 2017 Class 2 World Championship</i>
Scorer:	Brian Harris, <i>as during the 2017 Class 2 World Championship</i>
Meteorologist:	Jacques Bott, <i>as during the 2017 Class 2 World Championship</i>
Launch Marshal:	Sylvain Gilson, <i>as during the 2017 Class 2 World Championship</i>
Goal Marshal:	Sylvain Gilson, <i>as during the 2017 Class 2 World Championship</i>

All officials are french and english speaking, some german.

9. CIVL Coordinator, Steward, Judges, Jurors

- *At the time of the bid, the CIVL Coordinator will be the CIVL President or the appropriate Committee Chairperson. If the bid is accepted, the Coordinator will be the CIVL Steward as soon as he is appointed.*
- *The CIVL Jurors will be appointed in due time by the CIVL Bureau.*

10. Pilots Entry

Number of competitors unlimited: class2 world championship never exceeded 10 pilots so far... We hope to do better...

11. Entry Fee

Pilot: 400€

Team Leader/Assistant: none.

Additional charges:

- ADPUL membership (25€).
- 35€ per aerotow.

Optional charge: 5 million third part liability insurance valid in France, for pilots without such an insurance.

Entry fee includes: Live Tracking, T-shirt, GPS turn-point and airspace uploads, access to championship events and parties, free internet access at the HQ

12. Test Event

Request 2017 FAI Class 2 World Championship agreement as test event

There will be 2 launch areas:

- one right of RWY18 for aerotowing
- and the hard acceleration strip on the left part of RWY 18 for electric self-launch

All facilities available: camp ground, restaurant, swimming pool, etc.

Site Safety record: not any fatality or serious accident on the site in the past 10 years.

14.Distance/access to launch site(s)

Headquarter, take-off and goal are at the same location: Aspres Airfield.

15.Task flying area

The **entire French Alps**,

The furthest turn point will be at less than a 2:30 hour drive.

Top of thermal being in the average 3000-4000m, there is no problem to find a suitable landing field, as valleys are 300-1000m above sea level.

A typical task showing airspace: www.ultralight-glider.fr/en/task-4/

16.Airspace

Above airfield:

- LTA VERCORS class D airspace above FL125, typical top of thermal here in summer seldom above 3300m.
- R196B restricted area 1006m above ground: combat aircraft training area only activated by NOTAM (never in spring and summer during the gliding season).

Over task flying areas:

- in the south R71A restricted area above FL75: French air force training area, seldom active from mid-July till mid-August (vacations); before setting a task in this area, we will contact Salon approach to be sure it is inactive and will remain so all the day long.
- in the East, ECRIN natural park restricted area from ground till 1000m above: hanggliders and paragliders benefit from an exemption from July the first till October.
- in the southeast, MERCANTOUR natural park restricted area from ground till 1000m above: should we set a task in this direction, we will use turn points to fly around the restricted area.
- in the North, VERCORS natural park restricted area from ground till 300m above: should we set a task in this direction, we will use turn points to fly around the restricted area.

No frontier crossing planed (flying conditions usually bad in this part of Italy in summer).

17.Weather

During the competition period, typical weather is made of very good air masses, without any low inversion, thermal activity starting at 11am with 1800m top of climb, rising in the early afternoon to 3000-3300m, 4000-4500m in the east, with very good visibility and low wind, except some well-known valleys (high upper Durance, and entry of Ubaye); over development generally are limited to the high mountains on the Italian border.

Mistral is a relatively frequent very strong "blue" North regional wind, prohibiting free flying, but in summer it doesn't last as long.

18.Meteorology

ADPUL is used to provide daily weather briefing, with accurate experience-based forecasts for the different areas which might be overflowed.

Web sources: TopMeteo-Segelflug, Meteo.de-Toptherm, MeteoParapente.

Automatic wind station monitoring: Aspres Longeagne, Laragne, Luc en Diois, etc (FFVL Automatic wind station network).

19.Transport

No transport needed to take-off area (same place as HQ & goal).

Self retrieve by the pilots' team.

20.Safety issues

Some well known mountains (Tête de Seguret, Tête d'Amont, i.e.) are the location of very turbulent thermals but with a class 2 glider they remain manageable (no tumbling hazard thanks to the 3 axes flight controls) it's just uncomfortable.

Mistral may blow: there will be no flying by Mistral days (a strong "blue" North regional wind).

Rotors over the airfield when the wind is blowing over 15Kts from the Northwest to Northeast sector. With such wind conditions, no task.

Pilots need to be proficient in aerotowed launching.

Pilot's memory, not any Class 2 hang glider fatalities or serious accidents on the site and in the task flying area.

21.Rescue/Medical Service

Aspres firefighting squadron based 2km away is available, with an emergency Doctor. SMUR, Emergency ambulance with specialised doctors and teams is on 24h standby in Gap city, 35km drive.

Fully equipped hospital in Gap

Emergency helicopter on a daylight standby in Gap-Tallard airfield, 24km away (they are used to rescue mountain climber in the 4000m Ecrins mountain range).

22.Safety Management Plan

"Safe landed" communication procedure will be organised.

NOTAM giving priority to the tow ultralights and prohibiting the use of RWY 28-10 during their operations.

Goal at the airfield, and above 200m height over the airfield, and end of speed section 3km from goal, in order the gliders don't interfere with the normal airfield traffic (which is low).

Goal marshal will make the approach and landing radio traffic for the competitors having no aviation VHF radio.

Gendarmerie will be advised

Emergency FFVL 2m FM frequency: 143, 9875 Mhz

Emergency aviation air band 123,5 Mhz

112 emergency phone number

France has a high standard Public Safety Service (SMUR, helicopter search and rescue in mountain areas)

Class 2 gliders are the safest air sport aircraft: no wing collapse hazard as in paragliding, no tumbling hazard as in hang glider, landing on wheel, no foot launch in this event, usually all competitors are equipped with a pyrotechnically deployed parachute which opens in less than a second.

There is no ATC on the airfield.

No flying in controlled airspace is planned; the area is great gliders, hang gliders, and paragliders XC area, ATC doesn't need to be informed.

23. Transmissions

2m 154.150 MHz FM is the channel reserved for free flying in France, no licence is required.

Aeronautical handheld VHF welcome for take-off and landing on the runway.

Regarding the safety benefits and the interest for the public to follow tasks, we will use Live Tracking system.

Mobile/Cell Phone Coverage: best is Bouygues Telecom, then Orange, then SFR, then Free; local SIM cards available in any french city.

24. Liaison with police, military, public services

Gendarmerie at Aspres, 2 minutes drive in the east; they are experienced with hangglider events for years (Laragne and Aspres are well known HG competition sites).

25. Insurance

Insurance requirements: 5 million third part liability insurance valid in France is mandatory.

It will be available to be purchased on site for competitors without such an insurance.

Personal, & repatriation insurance is recommended.

Organisers' Liability is provided by the FFVL, ADPUL being an FFVL approved organisation

Reminder:

The FAI, its respective directors, employees and assigned event Personnel must be designated as additional insured parties for liability claims.

26. Event Headquarter

General briefing: big 150sqm tent between the campground reception hall and the runway, video projectors, big screen, microphone and sound amplifier.

Daily briefing: beside the take off area.

HQ & Registration: in a 50sqm room between the campground reception hall and the runway, computer, screen, WIFI router.

Other WIFI routers: camp ground, aeroclub.

4G: all the airfield area.

27. Local facilities

Directly at the runway is the camp ground:

<http://www.ultralight-glider.fr/en/accommodation/>

Restaurant/bars:

- At the airfield: airfield's restaurant.
- In the city, 2km away: restaurants, bars, shops, hotel, train station.

- In St Pierre d'Argençon, 2km west: restaurant "Auberge de la Tour".
- In Aspremont, 5km south: supermarket, restaurants, hotel.
- In Serres la Batie glider airfield, 8km south: restaurant "le Cabanon".
- In Veynes, 10km East: gas station, big supermarket, shops, repair facilities, hotels, train station, etc.

28. Competition website

We plan to choose the facilities offered by the CIVL and FFVL website.

Registration will be online.

29. Visas, Vaccinations

Visa requirement:

<https://france-visas.gouv.fr/en/web/france-visas/ai-je-besoin-d-un-visa>

Corona virus vaccination:

<https://www.diplomatie.gouv.fr/en/coming-to-france/coronavirus-advice-for-foreign-nationals-in-france/>

30. Early arrivals:

Pilots may come and fly any time from Aspres sur Buech airfield.

They must join ADPUL as member, have a 5 million valid third part liability insurance, their glider must be equipped with an aviation VHF radio, and be informed of the special flying procedures for ultralight gliders.

31. Customs and equipment importation:

Carnet ATA is the best option.

32. Medals.

Medals and diplomas will be provided for free by CIVL, transportation and custom paid by the organisers.

33. Media coverage, merchandising

We have a Public Relations Officer.

Locally we will edit and display banners, posters and flyers before the event.

We have good contacts with reporters of local, regional and national newspapers and magazines, and TV channels.

As for the 20th Class 2 World Championship we will realise a movie, in addition to the numerous videos posted daily:

https://youtu.be/-qqth_RKedc

34. Sponsorship

Sponsorship search: in progress.

Secured sponsors: AVL, Soluxtec, Aériane, Ruppert,

Expected sponsors: Fournisseurs d'énergies: CNR, ENGIE, Transporter's : Maersk, CMA, Cargolux.

35. Finance

- Anticipated sources of finance (local, government, sports authorities, NAC, etc.) and percentage of budget expected from pilot entry fees.
- Provide an outline budget (see Annexe C).

36. Any additional information in support of the bid

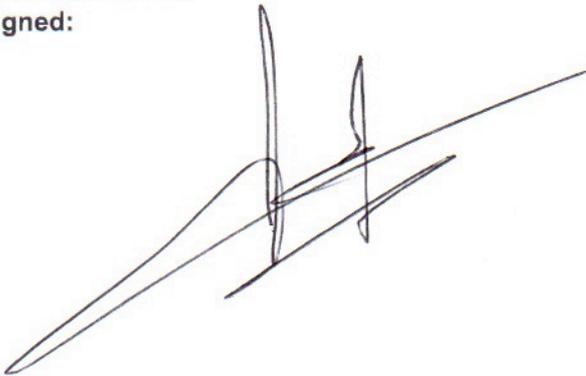
nil

Name: Pascal Lanser

Position in Organisation: President

Date: 28/11/2021

Signed:

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Annexe B – Support Documentation

1. Letter of support from the NAC or delegated entity.
2. Letter of information from the delegated entity to the NAC (if applicable).
3. Letter of support from the local authorities.
4. Map of the area.

Annexe C – Budget

See the Excel file.



M. Stephane MALBOS
CIVL President
FAI
Maison du Sport International
Av. de Rhodanie 54
CH-1007 – Lausanne
Switzerland.

Nice, 29th November 2021.

N/Réf. : VG21038 - CdM-Hang-Gliding-Class-2-2022.doc

Technical follow-up : Jean-Louis Debiée

Administrative follow-up : Bettina Hamard.

M. CIVL President, Dear Stephane,

FFVL, the French Free Flight Federation, confirms its supports for the organization of the 21th FAI World Hang Gliding Class 2 Championship that would be held in 2022 in Aspres-sur-Buech, France.

Proposed dates for the World Championship could be from July 23 to August 6 2022.

This World Championship will be organize our federation member, the A.D.P.U.L. association, and its president Pascal Lanser. We strongly believe that both have capacity to organize a FAI First Category event, having already shown their expertise in organising FAI Second and First Category event.

FFVL will give maximum support to the organizer, within its capabilities, to keep and raise established standards for FAI events.

With my best regards.

Jean-Louis Debiée

Véronique Gensac

Annexe B to CIVL First Category 1 Event Bid - Budget			
21th Hang Gliding Class2 World Championship 2022 in Aspres sur Buech , France			
PROJECTED EXPENDITURE			
Items	Euros	Notes	
PREPARATION (over 2 years)			
Administration, post & bank charges, stationery		Includes bank transfer fees, accountant charges, etc.	
Travel expenses for organisers, volunteers	2,000 €	Meetings with co-financiers, suppliers, airspace or other authorities,	
Setting up & maintaining website		Including logo design, hosting, etc.	
COMPETITION			
FAI Sanction Fee	1,000 €	See Section 7	
FAI Officials (5): Travel, accommodation, meals, daily allowance, car rental		Allow for 2-3 days more than no of comp. days: 500each travel; 80/day each food & lodging; 10/day x 3 jury allowance; 2 cars x 2	included in PERSONNEL
Rental of suitable HQ building/rooms/marquee for briefings (180 people+), meeting rooms, scoring room etc.	6,500 €	Local town may offer free use of suitably sized and furnished building.	
Rental/buy IT & equipment for HQ, launch, goalfields/target etc		Consider IT requirements, computers, software, printers & wifi, phones/mobiles, noticeboards, giant screens etc. Could be much more if live tracking used for example	included in previous item
Road, airspace, turnpoint maps for pilots, team leaders & HQ		Design/artwork & print costs, consider several large examples for HQ and Launch	included in previous item
Tshirts	1,000 €	Count in pilots, team leaders, drivers, staff, volunteers, press, VIPs, sponsors	
Trophies, day prizes, gifts for pilots	1,000 €	FAI medals & diplomas provided by FAI free of charge. Consider trophies, champagne, local souvenirs/produce. Local region may provide some goodies such as pens. Manufacturers may sponsor	
Transport	29,000 €	PG comp: transport normally included. Factor 3 buses and/or 6 minibuses. HG comp: transport for staff, press, VIPs, reimburse fuel	International transport for 5
Medical services (doctor, paramedic, ambulance etc)	10,000 €	Wholly dependent on what is available or can be negotiated locally	
Option: Rental & cleaning of portable toilets			
Option: Weather forecasting (presentations, daily soundings etc)		Wholly dependent on what is available or can be negotiated locally	
Option: packed lunches or snack/water for pilots/TLs		Allow 3€/flying day/person	
Contingency	3,000 €	Improvements to launch, equipment purchase/rental, insurance, extra personnel, Live Trackers rental	
PERSONNEL			
Fees for Meet Director, Safety Director, Event organiser, Launch Marshal, Scorer etc.	5,000 €	Increasingly common that key personnel are remunerated for these positions of high responsibility, skill and experience. May also need to cover travel and accommodation/food expenses	
Food/expenses for organisers, staff, volunteers, helpers 15 days	10,000 €	Even if all staff are volunteers, it is usual to provide some food, camping fees, T-shirt, reimburse fuel for own transport etc	
CEREMONIES & SOCIAL EVENTS			
Opening & Closing Ceremonies	3,000 €	Buffet for 200+ people, music/entertainment, flags, decorations. This is a suggested minimum.	
Other social events (bbq, live music evening etc)		According to budget. Local sponsorship may be possible.	
MEDIA & PROMOTION			
PR or Press person/services prior to & during event	12,000 €	Local tourist office or local authority people may help. Should have someone handling press during the event.	budgeted as a global item
Official blogger, photographer, video cameraman, film maker		Writing task reports, press releases, providing photos or video footage to news agencies, web tv etc.	budgeted as a global item
Option: Film of the event for promotion of sport, region etc		Making a film for promotional purposes could cost at least 15,000€. See also FAI rules on media rights.	budgeted as a global item
Promotional items: stickers, pens, mugs, postcards etc		According to budget.	budgeted as a
Press hospitality, local media coverage, souvenir programme, newsletters, advertising etc		According to need. Grants from local authorities often dependent on seeing a 'return', promoting the sport, tourism etc.	budgeted as a global item
TOTAL EXPENDITURE	83,500 €		
PROJECTED INCOME			
Items	Euros	Notes	
Pilot fees	6,800 €		
Team leader fees			
Grant from local/host town	2,000 €		
Grant from county or region	30,000 €		
Grant from government sport department or similar			
Grant from national Federation or NAC	11,500 €		
Sales of promotional items, productising			
Sponsorship	33,200 €	including sponsoring transport for 5 ELG overseas for 25000€	
TOTAL INCOME	83,500.00 €		