

The Italian Aeroclub is pleased to invite pilots, crews, families and officials to the



# EAC2023

## 22° EUROPEAN AEROBATIC CHAMPIONSHIP

SEPTEMBER 2023 Pavullo (Modena) - Italy



# PAVULLO IS IN THE NORTH OF ITALY. EMILIA ROMAGNA REGION



# LOCATION AND MOBILITY

Pavullo is located in northern Italy, in the Appennin, with easy access to the most important highways, airports and harbours.

This is the perfect place and September is the perfect month, for wonderful flights, in a safe and picturesque environment.

The airfield is situated in an idyllic valley, with many outdoor activities available for all the families.

**PAVULLO CITY IS VERY CLOSE TO THE AIRPORT (500 MT WALKING).**

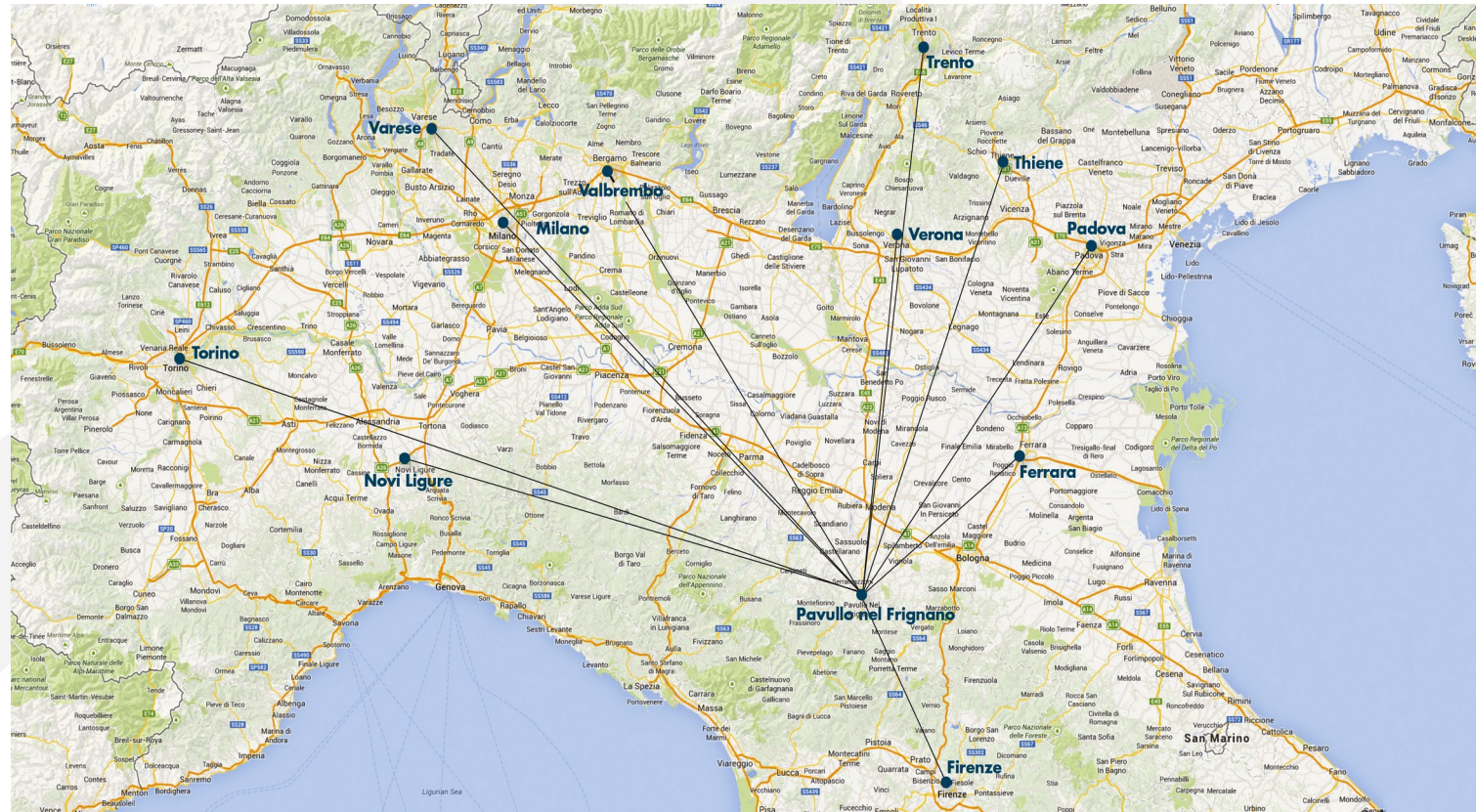
**FREE TRANSPORT SERVICE TO AND FROM HOTELS.**

**RENT-A-CAR SERVICE AVAILABLE.**

**FREE BIKE SERVICE AVAILABLE.**



# LOCATION



# THIS IS THE VALLEY









# THE AIRPORT IN THE 30s





# THE AIRPORT IN THE 30s





# THE AIRPORT IN THE 60s



## THE AIRPORT IN THE 60s





# THE AIRPORT TODAY



# THE AIRPORT TODAY





# THE AIRPORT TODAY



# CONFERENCE ROOM





# SOMETHING ABOUT PAVULLO

## ICAO CODE LIDP

### ALTITUDE

684 meters s.l.m. (2244 ft)

### RADIO FREQUENCY

124.980 Mhz "Pavullo Radio"

### RUNWAYS

02 (concrete) lenght mt 1190 width mt 23

TORA 1120 TODA 1240 ASDA 1120 LDA 861

20 (concrete) lenght mt 1190 width mt 23

TORA 930 TODA 930 ASDA 930 LDA 1073

# THE STAFF



ROBERTO GIANAROLI

President of the Organiser Team



# THE STAFF



MAURIZIO COSTA

Contest Director

# ENTRY FEES DETAILS

**Entry Fees are detailed as follows:**

**Competitors: €2840,-; Other team members and observers: €1900,-.**

**The Entry Fee covers the following, from Fri 8th (IN) to Sun 17th of September (OUT) including:**

- Fuel and oil required for official training- and competition flights (Sep 7th-9th);
- Shared accommodation in double bedroom from Fri 8th (IN) to Sun 17th (OUT);
- Breakfast, lunch and dinner, including Gala Dinners, from Sat 9th to Sat 16th;
- Special discount on local deli's shops;
- Welcome kit;
- Transport to/from airfield;
- Recreational activities;
- CIVA Sanction Fee of 200 euro per competitor;
- Hangar accommodation for aircraft;
- Free use of bicycles.

***[Follows on next slide]***



# ENTRY FEES DETAILS

*[Continues from previous slide]*

## Extra charges:

- €20,- per night for single room supplement;
- Fuel and oil for all flights other than competition and official training flights. Estimated fuel price €2,90€/l, oil €15,-/qt. Prices subject to market change;
- €150,- Full board per day/person, before 8th and after 17th of September included, including accommodation and meals. Fuel for training flights is not included and will be quoted separately according to fuel prices applicable to date;
- Car rental.

## Accommodation and catering:

- Accommodation will take place in high standards hotels in Pavullo, within 1 km from the Airport.
  - Breakfast served in hotel. Lunch at the contest site. Dinner provided by several partner restaurants in Pavullo.
- Participants may choose on their own.

# MORE ON EXTRA CHARGES

## ACCOMMODATION

- According to "Sporting Code, Section 6 Part 1 - Powered Aircraft" - §1.4.4.1, accommodation must be given "from dinner on the day of the General Briefing as per 1.4.9.2, to breakfast on the day after the awards ceremony".
- Actually, (see p. 18) accommodation and dinner is included in Entry Fee from Fri Sep 8th evening, i.e. the day BEFORE the day of General Briefing, which is more than stated in rule.
- Accommodation days BEFORE that date are subject to extra fee of €150,- as described on p. 19.

## FUEL AND OIL

- "Sporting Code, Section 6 Part 1 - Powered Aircraft" - §1.4.5.1 states "Aircraft fuel and oil will be provided by the Organiser for functional test flights and contest flights without imposing extra charge". Actually, no extra charge applies to fuel and oil, as to any airport fee which is free anytime.
- To offer this, LOC interpreted extensively the term "FUNCTIONAL test flights" to include official training flights from Sep 7th to 9th. Of course, competition flights are included.
- Any other UNOFFICIAL training flights are subject to fuel and oil payment.



# DATES AND SCHEDULE

**Proposed dates are as follows:**

- From Sun September 3rd to Wed September 6th:
  - Free training flights.
- From Thu September 7th to Fri September 9th:
  - Official training flights.
- On Fri September 9th:
  - Master Briefing for Competitors and Team Members;
  - Opening Ceremony;
  - Gala Dinner.
- From Sat September 10th to Sat September 16th:
  - Competition days.
- On Sat September 16th:
  - Closing Ceremony;
  - Gala Dinner.
- On Sun September 17th:
  - Departures.

# DATES AND SCHEDULE

SUN 3/09	MON 4/09	TUE 05/09	WED 06/09	THU 07/09	FRI 08/09	SAT 09/09	SUN 10/09	MON 11/09	TUE 12/09	WED 13/09	THU 14/09	FRI 15/09	SAT 16/09	SUN 17/09
Training Flight on request	Training Flight on request	Training Flight on request	Training Flight on request	Official training flight	Official training flight	Official training flight	Contest DAY 1	Contest DAY 2	Contest DAY 3	Contest DAY 4	Contest DAY 5	Contest DAY 6	Contest DAY 7	Departin g
Accomod. NOT INCL. ENTRY FEE	Accomod. NOT INCL. ENTRY FEE	Accomod. NOT INCL. ENTRY FEE	Accomod. NOT INCL. ENTRY FEE	Accomod. NOT INCL. ENTRY FEE	Accomod. NOT INCL. ENTRY FEE  See full descr.	Time 16-17 Open briefing	Flight Time 09-12 Break Time 12-15 Flight Time 15-19	Flight Time 09-12 Break Time 12-15 Flight Time 15-19	Flight Time 09-12 Break Time 12-15 Flight Time 15-19	Flight Time 09-12 Break Time 12-15 Flight Time 15-19	Flight Time 09-12 Break Time 12-15 Flight Time 15-19	Flight Time 09-12 Break Time 12-15 Flight Time 15-19	Freestyle Time 17:30 09-12	
Extra fee eu. 150	Extra fee eu. 150	Extra fee eu. 150	Extra fee eu. 150	Extra fee eu. 150	Extra fee eu. 150	Time 17:30 Open Cerimony							Closing Cerimony	
						Time 19:30 Special Dinner							Time 20 Special Dinner	

FAI Sailplane Grand Prix Final - Pavullo 26 August - 2 September 2023 (<http://sgpfinal23.sgp.aero/news/sailplane-grand-prix-final-pavullo-26-august-2-september-2023>) is officially scheduled. For this reason, it is unfortunately impossible to anticipate one week EAC 2023.



# OTHER RELEVANT INFORMATION

- Through centralized management, LOC is confident to negotiate most favorable rates for logistic support on Italian touristic marketplace (hotels, meals, transports, etc.). Nevertheless, Teams/Competitors may manage accommodation etc. on his own and pay a reduced entry fee. LOC is open to discussion.
- As noise is one of the main issue for any aerobatic competition, LOC has taken it very seriously. Actually, local community benefits from events organized on the airport, and the inconvenience created by aircraft noise would be tolerated as this event is a “once in the lifetime” one. Also, box arrangements takes this issue into serious account and is aimed to minimize noise impact.
- Free training flights allowed from Sun 3rd to Wed 6th. Official training flights scheduled from Thu 7th to Sat 9th (see Schedule). No training possible before these dates as FAI Sailplane Grand Prix Final takes place in Pavullo.
- Competitors' aircraft will be hosted under temporary shelters throughout the contest.
- Judges will be provisioned according to rules in number of 7.

# AEROBATIC BOX FEATURES

**Aerobatic Box is positioned parallel to RWY on the East side, 900m to 1900m AMSL.**

- Base elevation is based on the highest obstacle present in the box area;**
- This obstacle is 80 meters higher than RWY elevation;**
- The work axis is perpendicular to RWY: this allows judges positioning South of the box. This position should not change throughout the contest unless safety dictates;**
- Judges face north whole day, thus their view is not negatively affected by the sun glare. Selected position is unobstructed and is clear of trees and obstacles. Refreshment point is close to Judges' position and road access is easy.**

***[See images in next slides]***



# AEROBATIC BOX FEATURES

Box arrangement has been selected after a thorough analysis of all relevant aspects.

- Wind is usually oriented on the SW-NE axis most of time with a most probable intensity under 10Kts, as demonstrated through historical climate data.

(see [https://www.meteoblue.com/it/tempo/historyclimate/climatemodelled/pavullo-nel-frignano\\_italia\\_3171355](https://www.meteoblue.com/it/tempo/historyclimate/climatemodelled/pavullo-nel-frignano_italia_3171355))

- RWY layout is dictated by orography, not by wind, as usual in hillside.

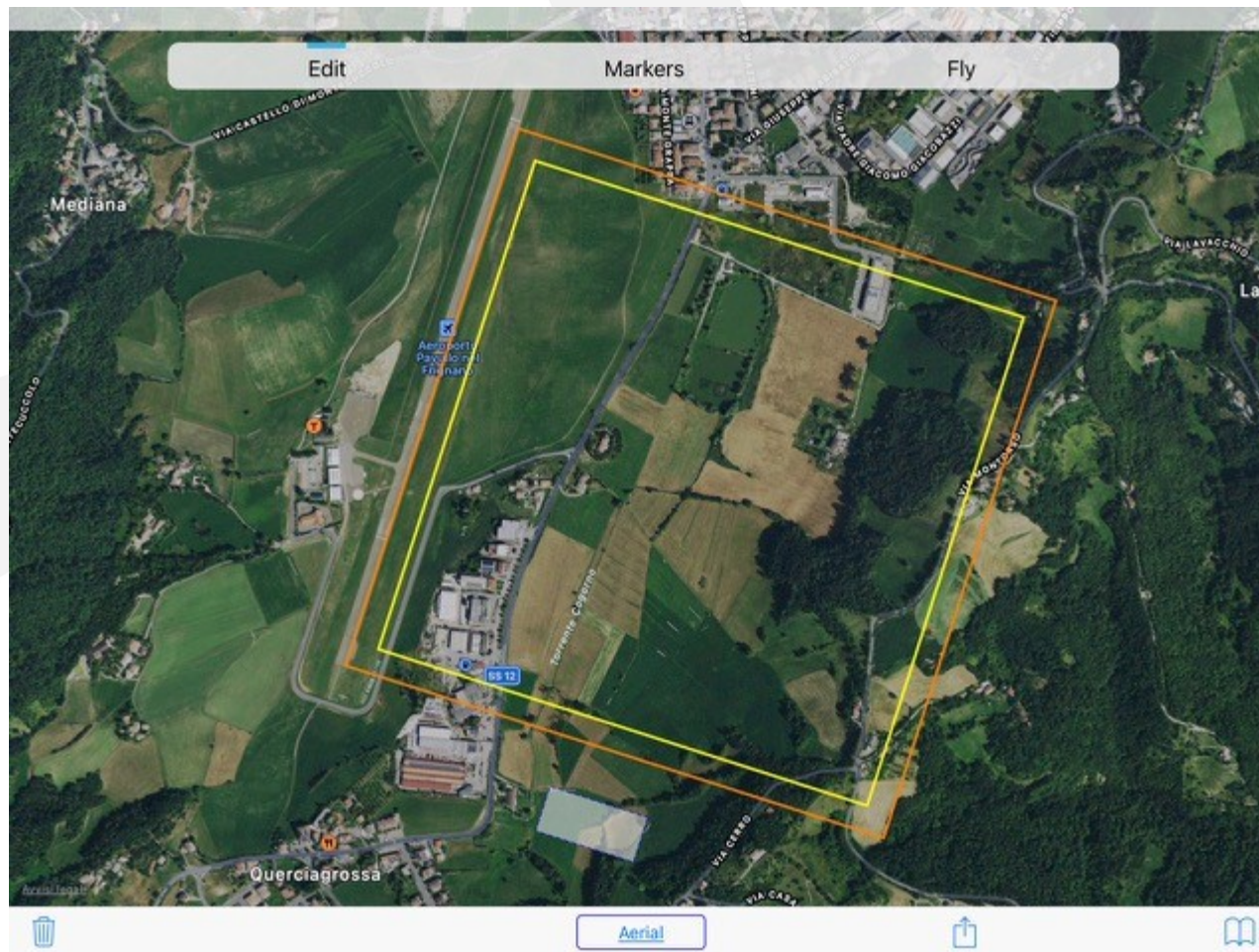
- Main axis across the runway is favourable for competition flights.

- Box placement (including base at 200m AGL) is safe with respect to any natural and human obstacle in the vicinity, as well as respectful of surrounding population taking meanwhile into account the noise issue correctly pointed out during CIVA Meeting.

- CIVA proposed alternative box layouts are almost equally acceptable. LOC is open to discussion as Contest Site Inspection (see "The CIVA Guide to Aerobatic Championship Organisation", §12.2) will be performed.

*[See images in next slides]*

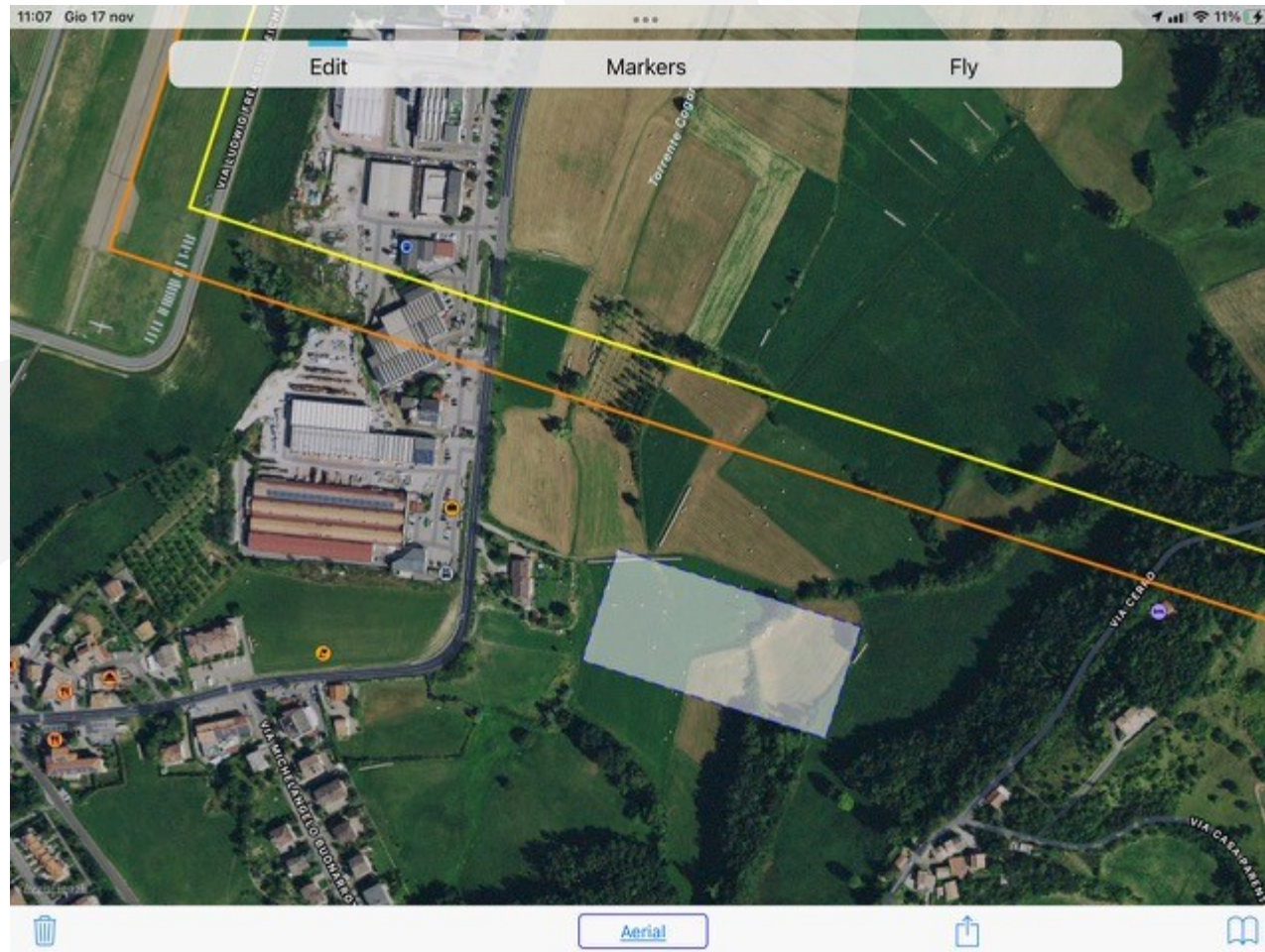
# BOX POSITIONING



**EAC2023**  
22<sup>nd</sup> EUROPEAN AEROBIC  
CHAMPIONSHIP



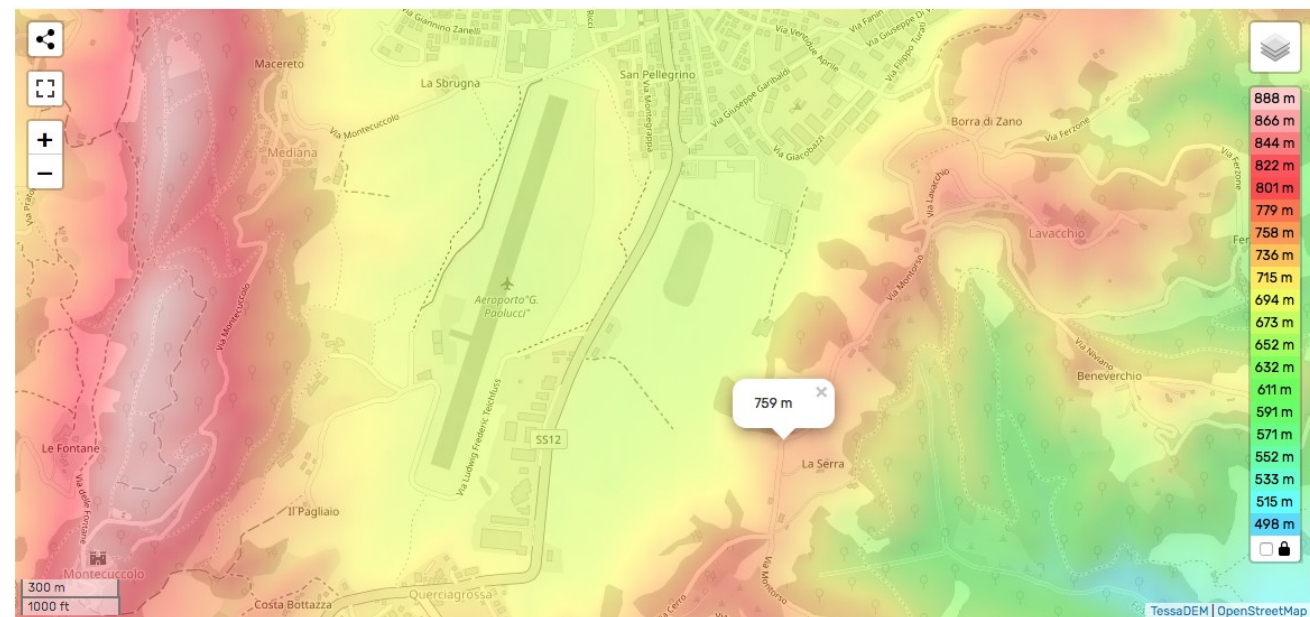
# JUDGES POSITIONING (DETAIL)



# MAXIMUM OBSTACLES

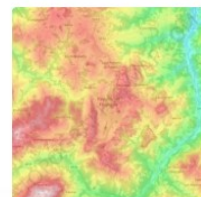
## Mappa topografica Pavullo nel Frignano

Clicca sulla mappa per visualizzare l'altitudine.



### A proposito di questa mappa

[Italia](#) > [Emilia-Romagna](#) > [Modena](#) > [Pavullo nel Frignano](#)



**Nome:** Mappa topografica Pavullo nel Frignano, altitudine, rilievo.

**Luogo:** Pavullo nel Frignano, Unione dei comuni del Frignano, Modena, Emilia-Romagna, 41026, Italia

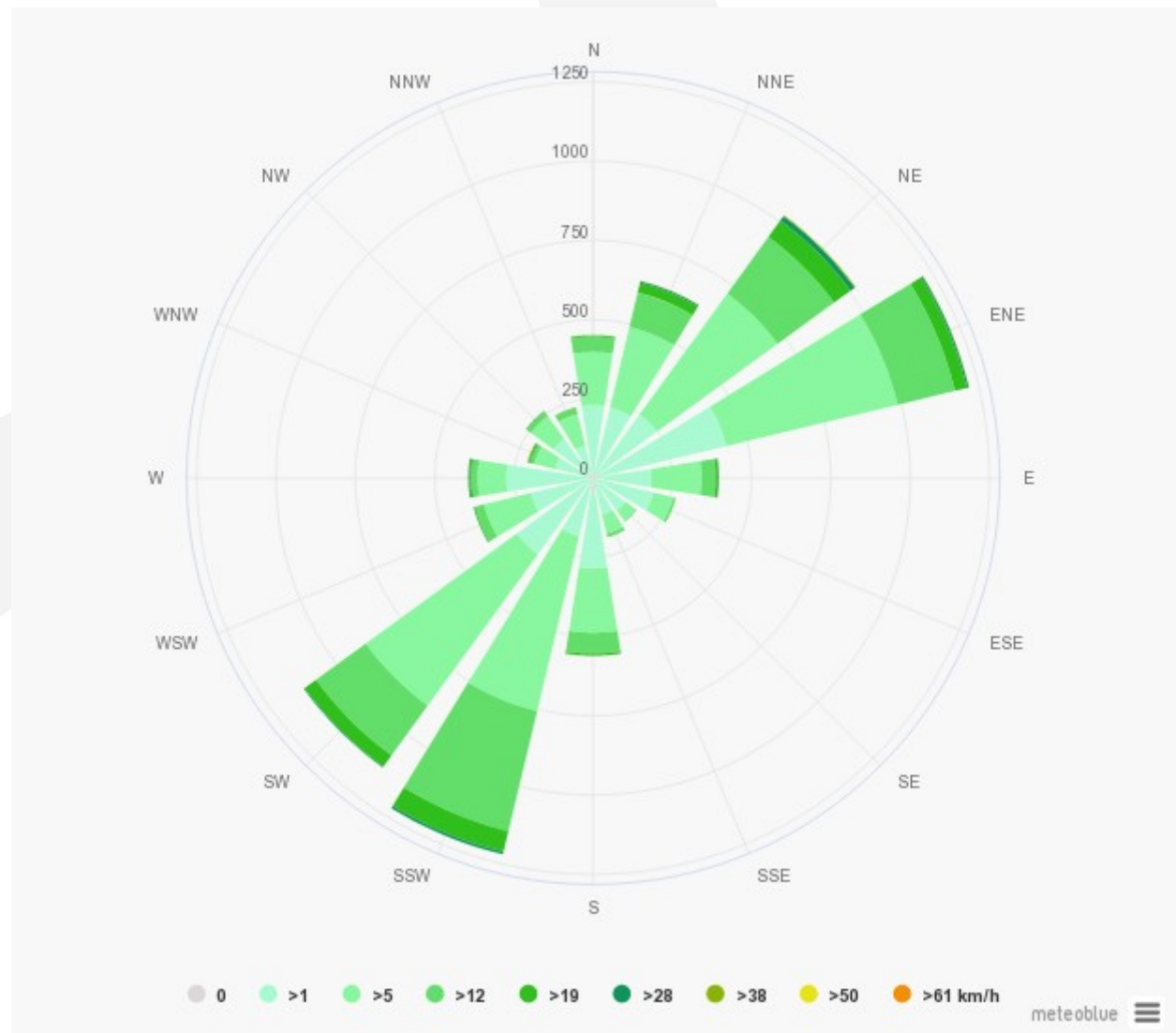
**Coordinate:** 44,33969 10,83411

**Altitudine minima:** 176 m

**Altitudine massima:** 1.049 m

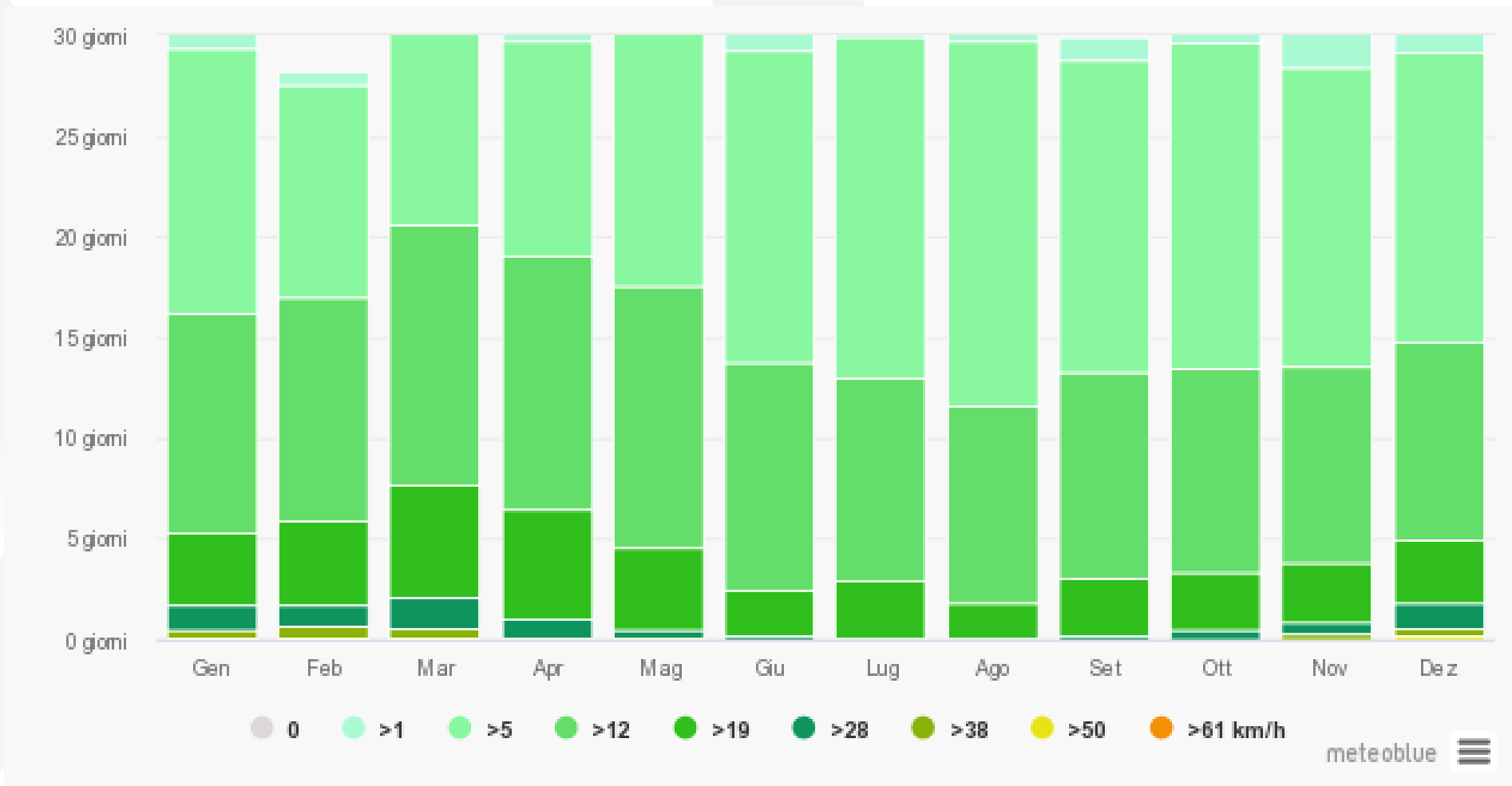
**Altitudine media:** 585 m

# WIND DIRECTION DISTRIBUTION

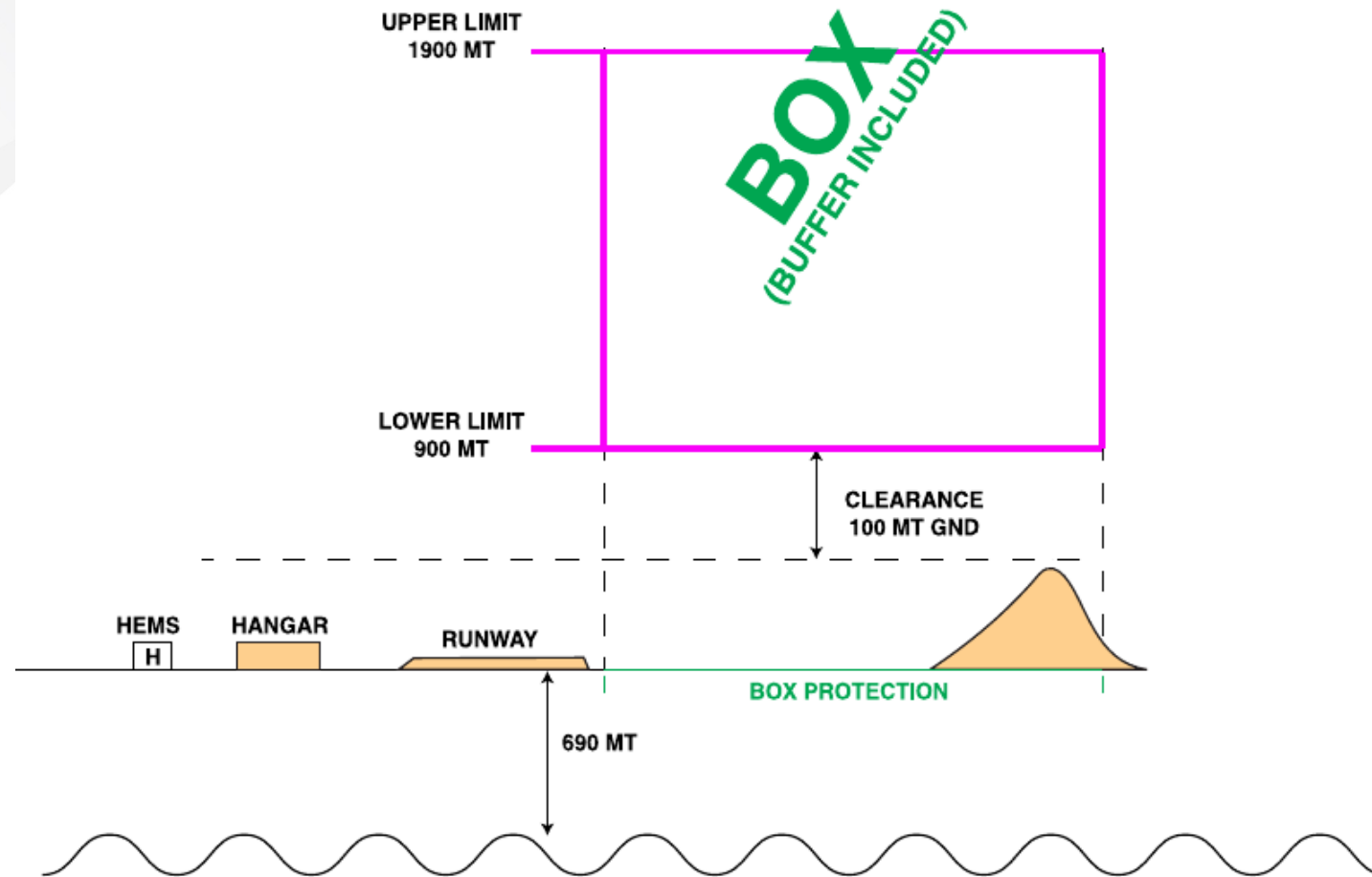




# WIND SPEED DISTRIBUTION



# BOX VERTICAL DIAGRAM



# ALTERNATIVE BOX ARRANGEMENTS

- CIVA proposed alternative box layouts are almost equally acceptable to the one proposed by LOC.
- CIVA summarized alternative proposals in a document, attached to the bid.
- LOC is open to discussion as Contest Site Inspection will be performed according to "The CIVA Guide to Aerobatic Championship Organisation", §12.2.



ANY OTHER  
QUESTION  
IS WELCOME!



## GENERAL SITUATION



Problems: Small valley, not flat, difficulties to set a box with a 100m floor.

>> We must take care of the position of the judges' lines: visibility, but also the difference of altitude between the center of the box and the judges' position (balcony effect).

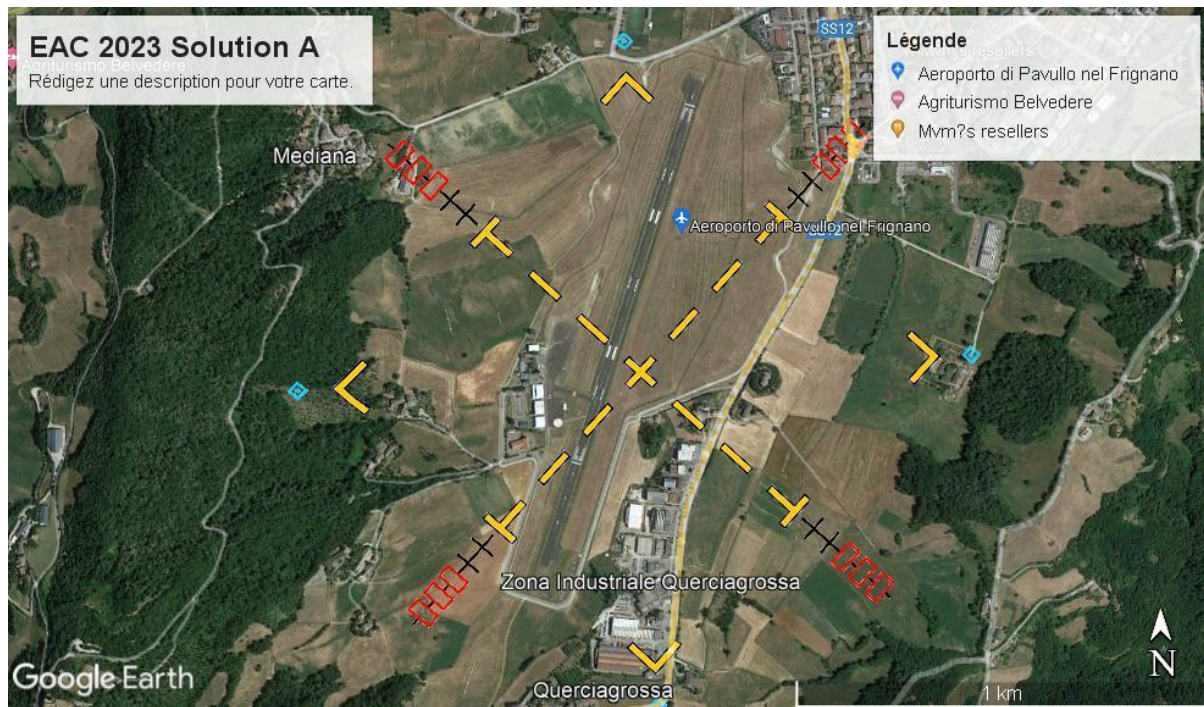


"T"	Altitude (AMSL / meters)	Judges' Lines	Altitude (AMSL / meters)	Delta / Center
NORTH	680 m	NORTH	680 m + buildings	0 m / Buildings
EAST	760 m	EAST	720 m + Trees	- 40 m / Trees
SOUTH	680 m	SOUTH	685 m	10 m
WEST	680 m	WEST	685 m	10 m
CENTER	675 m			

>> Problems: 2 positions not usable. Due to the sun, the North position is not usable, in any cases.



## SOLUTION A

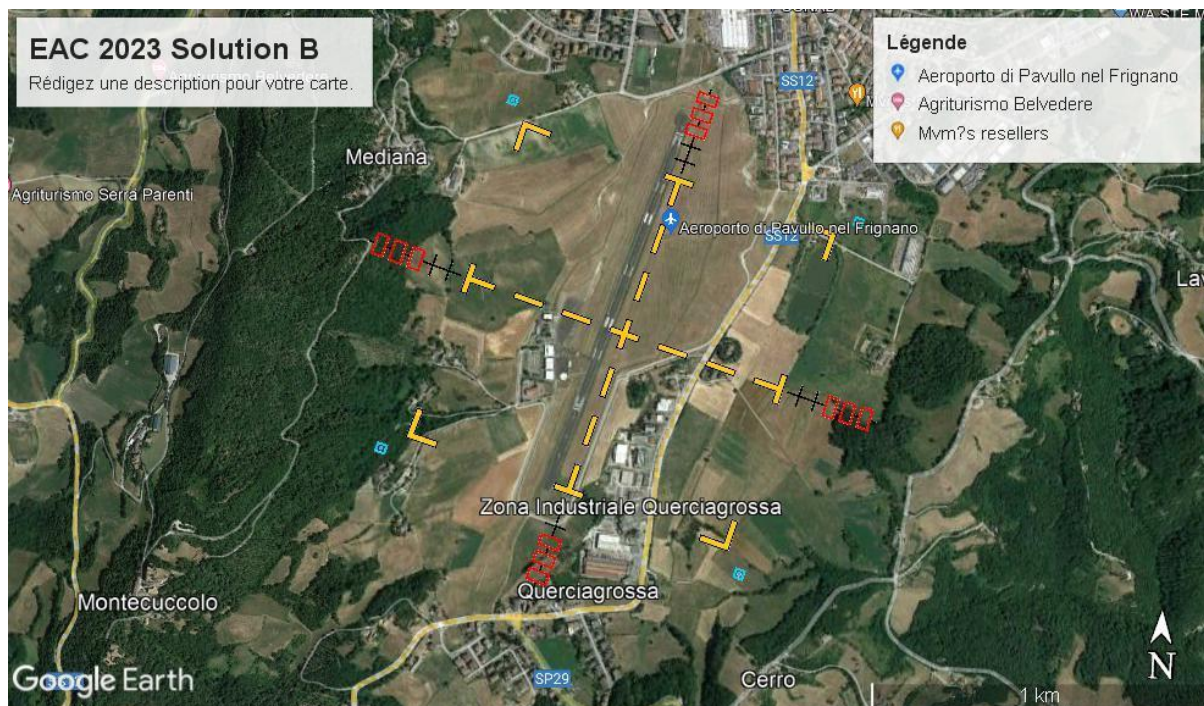


"T"	Altitude (AMSL / meters)	Judges' Lines	Altitude (AMSL / meters)	Delta / Center
NORTH	693 m	NORTH	690 m	0
EAST	680 m	EAST	685 to 700 m	5 to 20m
SOUTH	695 m	SOUTH	708 m	10/15 m
WEST	696 m	WEST	708 m	12 m
CENTER	680 m			

>> Problems: The main axis of the box is at 20/30° over the runway axis.

>> Solutions: Big marks on the ground ?

## SOLUTION B



"T"	Altitude (AMSL / meters)	Judges' Lines	Altitude (AMSL / meters)	Delta / Center
NORTH	680 m	NORTH	681m	1 m
EAST	674 m	EAST	679 m	5 m
SOUTH	685 m	SOUTH	690 m	5 m
WEST	708 m	WEST	736 m	+ 40 m
CENTER	679 m			-

### >> Problems:

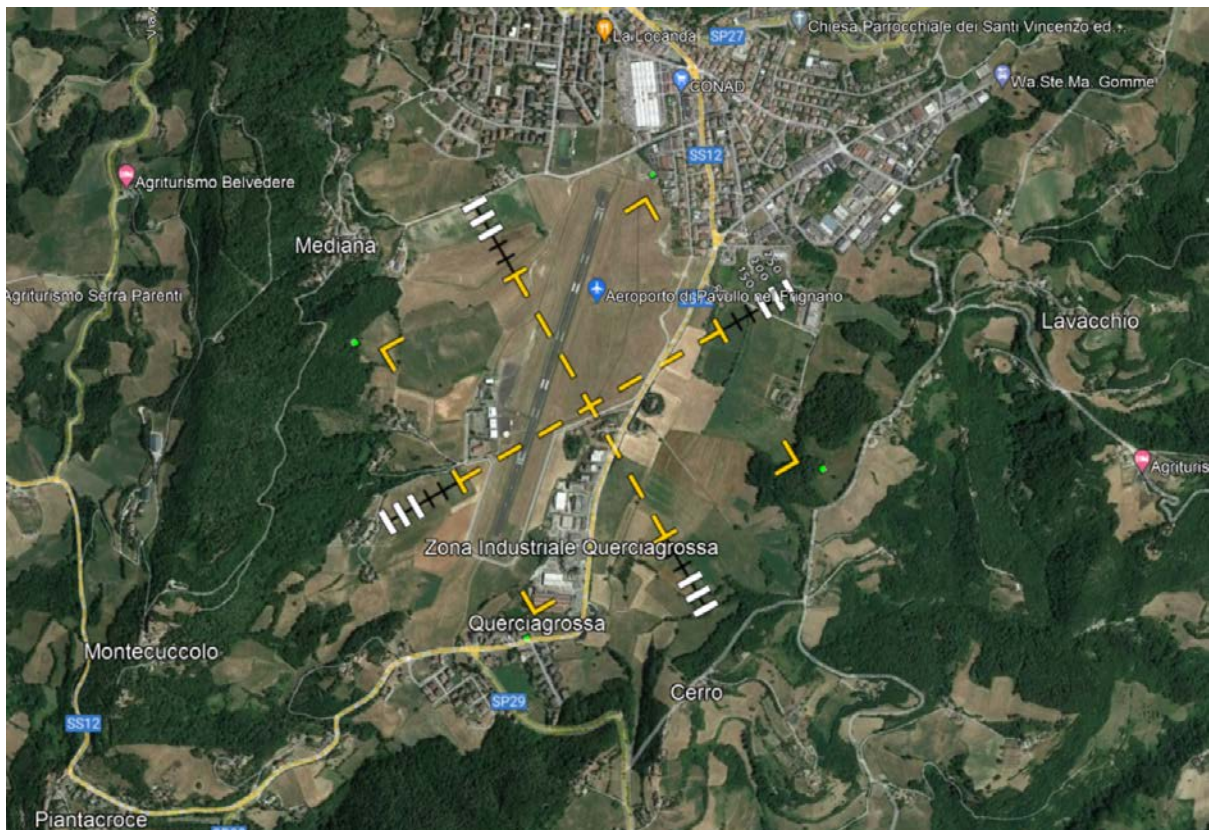
- E & W judging positions possible only at 150m or less from T due to trees obscuring vision
- S judging position may be compromised by buildings looking to E
- SW Box Marker is in trees; NW Box Marker is on public road
- Only 600m between Zona Industriale and S edge of town
- Surface is 200m higher than Centre Box at range of 1000m W and 100m higher than Centre Box at Range 1000m E (safety)
- Box is over Zona Industriale (safety)
- Box is over hangars/ramp (safety)

### >> Solutions:

W position could be improved if box moves 100-150m E when this position is in use. This would require Box Markers to be moved each time (not very practical)



## SOLUTION C



"T"	Altitude (AMSL / meters)	Judges' Lines	Altitude (AMSL / meters)	Delta / Center
NORTH/EAST	675 m	NORTH/EAST	675 m	5 m
SOUTH/EAST	680 m	SOUTH/EAST	700 m	20 m
SOUTH/WEST	693 m	SOUTH/WEST	705 m	25 m
NORTH/WEST	690 m	NORTH/WEST	690 m	10 m
CENTER	680 m			-

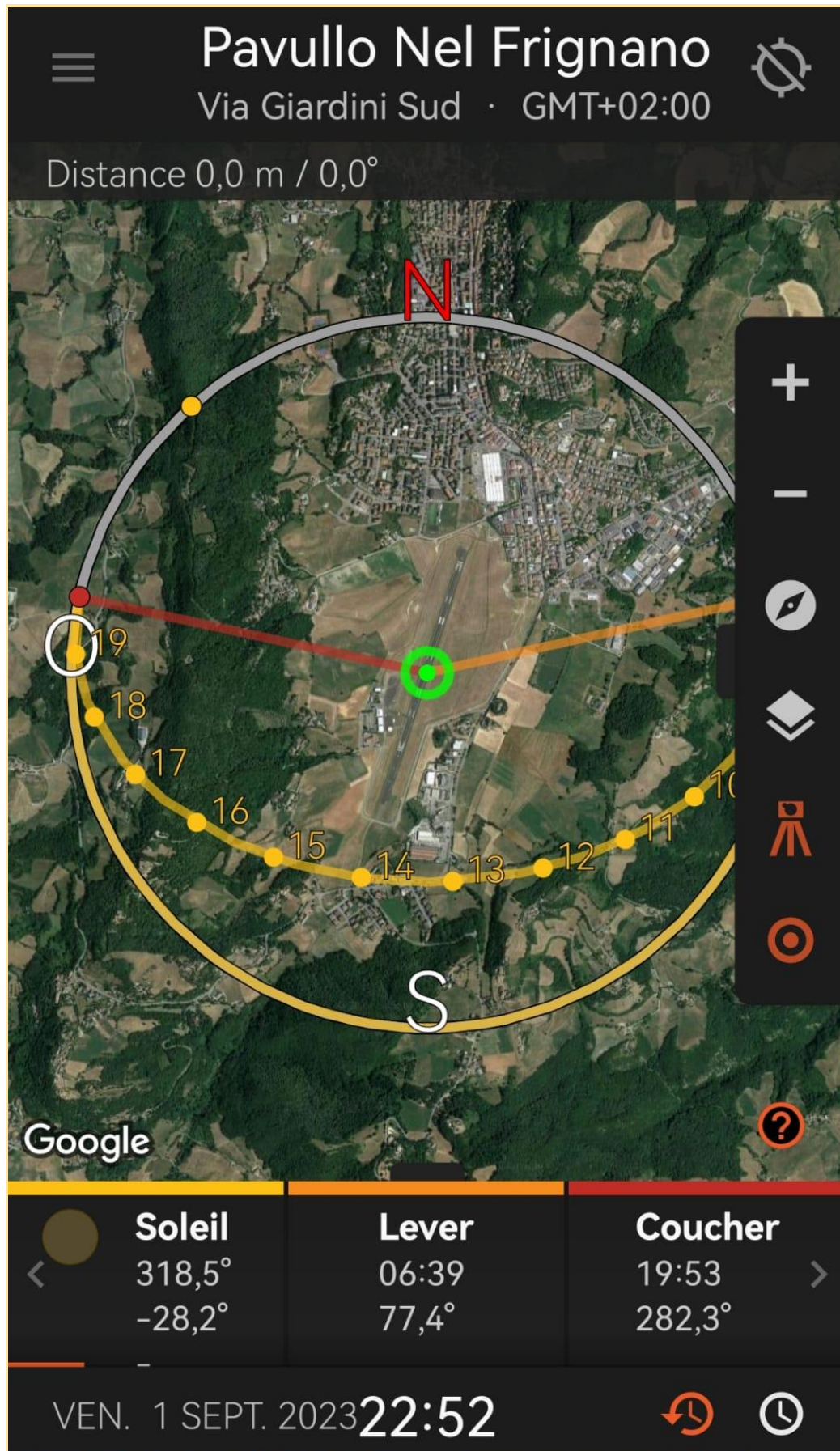
### >> Problems:

- Positioning of Box Markers in SW and SE corners
- Trees on W position if judges too close to them
- Safety problems as Solution B

### >> Solutions:

- Markers are much smaller than Box graphic; may need to move the SW/SE Corner Markers forward 20m in each case





## MISC

**Obstacles between the center of the box and a “buffer” around the box limits must of course, for safety reasons, be taken into consideration.**

Data for altitudes: Google earth, [here](#)

Other solutions may be found on site, with the previous considerations (Delta of Z between the “T”, the center of the box and the judges’ lines + obstacles).

**Oggetto:** Re: [civa-ext-bureau] EAC - BID updated  
**Mittente:** "Dott. Ing. Luca Salvadori" <ing@lsalv.it>  
**Data:** 07/12/2022, 19:42  
**A:** Pierre Varloteaux <pierre.varloteaux@gmail.com>  
**Cc:** Nick B <nick@nickandjenb.co.uk>  
**Bcc:** Eva Montori <evamontori@icloud.com>

Dear Pierre,

Here are the answers to your questions.

*1 - Number of judges: can you be more precise ? As i told you during the plenary, "Judges will be provisioned according to rules and CIVA advice" doesn't help. It should be a clear number, between 7 and 10. Thanks for this clarification, that i will need the 11th as Chairman of the Judging committee to start the selection process.*

According to LOC statement, judges would be 7.

*2 - The box position is the same as in your first proposal. You seem to have resolved the problem of the East position by: only one (South) position during all the contest. This is not very satisfactory, to our opinion (wind).*

The arrangement has been selected after a thorough analysis of all relevant aspects. Actually, wind is usually oriented on the SW-NE axis most of time with a most probable intensity under 10Kts, as demonstrated through historical climate data (see [https://www.meteoblue.com/it/tempo/historyclimate/climatemodell/pavullo-nel-frignano\\_italia\\_3171355](https://www.meteoblue.com/it/tempo/historyclimate/climatemodell/pavullo-nel-frignano_italia_3171355)). Considering RWY orientation with respect to prevalent wind is misleading as RWY layout is dictated by orography, not by wind, as usual in hillside. Thus, main axis across the runway is favourable for competition flights. Moreover, box placement (including base at 200m AGL) is safe with respect to any natural and human obstacle in the vicinity, as well as respectful of surrounding population taking meanwhile into account the noise issue you correctly pointed out during CIVA Meeting. Nevertheless, as your proposed alternative box layouts are almost equally acceptable, LOC is available for discussion as Contest Site Inspection (as per "The CIVA Guide to Aerobatic Championship Organisation", §12.2) will be performed.

*3 - Extra fees for official training days: as you certainly remember, it was decided during the plenary that the official training days must be free of charge. Your schedule still mentions "Extra Fee €150". Can you specify what this amount corresponds to ?*

According to "Sporting Code, Section 6 Part 1 - Powered Aircraft" - §1.4.4.1, accommodation must be given "from dinner on the day of the General Briefing as per 1.4.9.2, to breakfast on the day after

the awards ceremony". Actually, (see p. 18 of our proposal) accommodation is included in Entry Fee from Fri Sep 8th evening, i.e. the day BEFORE the day of General Briefing, which is more than stated in rule.

Of course, accommodation days BEFORE that date are subject to extra fee of €150,- as described on p. 19.

Regarding fuel, "Sporting Code, Section 6 Part 1 - Powered Aircraft" - §1.4.5.1 states "Aircraft fuel and oil will be provided by the Organiser for functional test flights and contest flights without imposing extra charge". Actually, no extra charge applies to fuel and oil, as to any airport fee which is free anytime, since LOC interpreted extensively the term "FUNCTIONAL test flights" to include official training flights from Sep 7th to 9th. Of course, competition flights are included. Therefore, our statement is totally fulfilled.

*4 - The bottom of the box is 210m, instead of 100m. No other solution ?*



See Question 2.

To avoid any further misunderstanding, I will update the bid document according to above, including as attachment the alternative box layouts you submitted as base of discussion during Contest Site Inspection.

Final version will be available tomorrow for circulation.

Please feel free to ask more, as well to circulate present email to CIVA Delegates.

I hope that our effort in bidding will be appreciated, as many factors out of anybody's control did not influence LOC's commitment to organize the Championship.

Best regards

L

Dott. Ing. Luca Salvadori

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Ordine degli Ingegneri Prov. Milano  
Num. Iscr. 15935 Sett. B, C  
Cert. QIng Liv. II "Gestione, Sviluppo, Sicurezza dei Sistemi Informativi"  
-----  
Tel. +39-02-2610837  
Fax +39-02-2610837  
Cell. +39-347-4400414  
Skype: ing.luca.salvadori  
PEC: [luca.salvadori2@ingpec.eu](mailto:luca.salvadori2@ingpec.eu)

Il 06/12/22 21:14, Pierre Varloteaux (via civa-ext-bureau Mailing List) ha scritto:

Dear Luca,

Thank you again for your proposal to organize the EAC 2023 in Italy.

The Extended CIVA Bureau had a video conference last Sunday evening. We have discussed your BID, updated.

The bureau decided that I will be in charge to ask for some clarifications, on the following points:

1 - Number of judges: can you be more precise ? As i told you during the plenary, "Judges will be provisioned according to rules and CIVA advice" doesn't help. It should be a clear number, between 7 and 10. Thanks for this clarification, that i will need the 11th as Chairman of the Judging committee to start the selection process.

2 - The box position is the same as in your first proposal. You seem to have resolved the problem of the East position by: only one (South) position during all the contest. This is not very satisfactory, to our opinion (wind).

3 - Extra fees for official training days: as you certainly remember, it was decided during the plenary that the official training days must be free of charge. Your schedule still mentions "Extra Fee €150". Can you specify what this amount corresponds to ?

4 - The bottom of the box is 210m, instead of 100m. No other solution ?

Thank you,  
Best regards,  
Pierre  
*President of the Jury - EAC 2023*

Signature CIVA-2021.jpg

To unsubscribe from this list, write to [it@fai.org](mailto:it@fai.org)