



**FEDERATION FRANCAISE DE VOL
EN PLANEUR**



AEROCUB d'ISSOUDUN

BID

**24th FAI World Aerobatic Glider
&
12th FAI World Advanced Glider Aerobatic Championship**

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SUMMARY

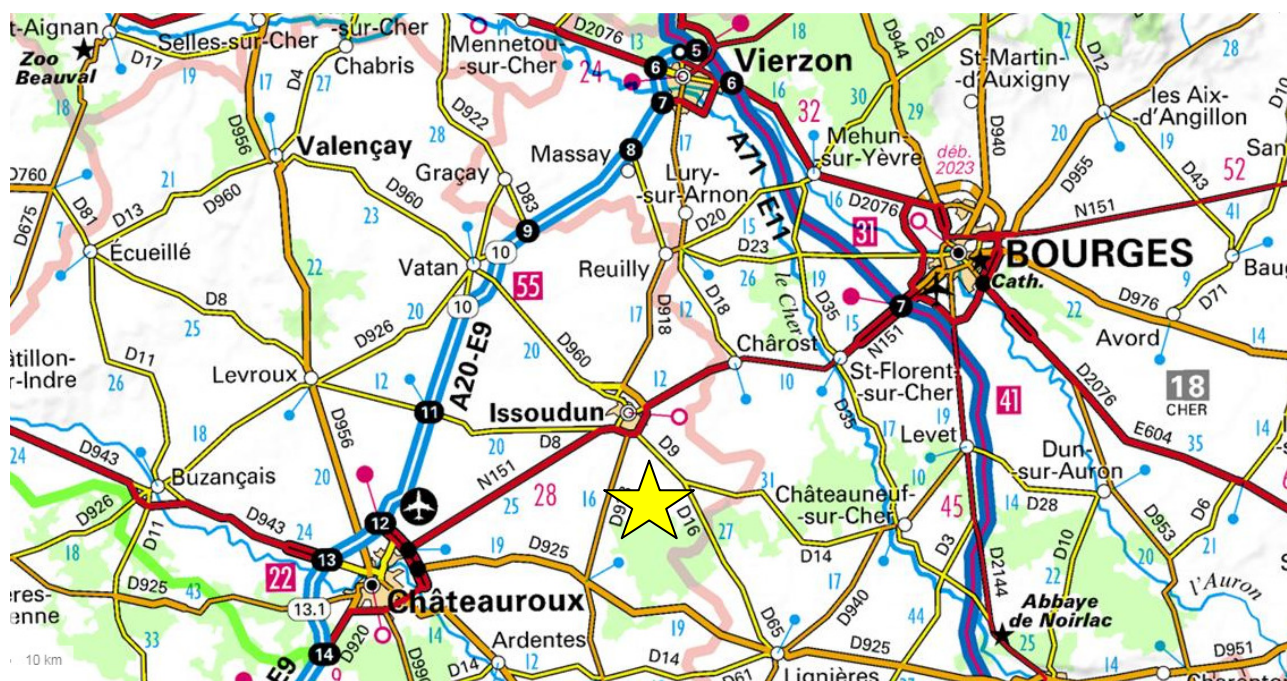
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1. OVERVIEW OF THE LOCATION

1.1 Location



Issoudun city is situated in a rural county of Central France at circa 250 km south of Paris



The airfield is situated at 8 km from Issoudun city in the south circa 30 km from Châteauroux

1.2 Amenities

Issoudun is a small city of 14,000 inhabitants which offers a wide range of leisure activities: wave pools, with two water slides of 30 and 70 metres, squash, bowling lanes, three digital-3D cinema theatres, beautiful strolls, a beautiful museum and so on.

City web site: <http://www.issoudun.fr/tourism-in-issoudun/sightseeing-in-issoudun.html>

<http://www.issoudun.fr/tourism-in-issoudun/in-the-surrounding-area.html>

Two gourmet restaurants are in the vicinity including one holding a Michelin Guide Star in addition of numerous restaurants and hotels as well as Bed & Breakfast and Rural gites

Issoudun hotels and restaurants; <http://www.issoudun.fr/tourisme-a-issoudun/ou-manger-ou-dormir.html>

More than 200 bedrooms in 6 hotels in Issoudun from 2 stars to 4 stars including 150 3 stars bedrooms.

Bed & Breakfast : http://www.issoudun.fr/fileadmin/images/PDF/Chambres_d_ho_770_tes_2018_01.pdf

Rural gites: http://www.issoudun.fr/fileadmin/images/PDF/Chambres_d_ho_770_tes_2018_01.pdf

Extra addresses: <http://www.aeroclub-issoudun.fr/index.php/hebergement/hotels-et-gites>



In addition, a large and shaded 24,000 m² camping is available on the airfield itself. It is well equipped with sanitaries, hot water showers, numerous 220 VAC electricity and potable water terminals, wifi, washing machines, collective kitchen including fridges and freezers plus a tennis court and a bar in front of the apron near the main 1,700 m² hangar. Up to 200 people can easily stay in the camping.

2. AERODROME

2.1 Airfield

The aerodrome of Issoudun is opened to public air traffic. Three wide grass runways are available as well as large aprons where over 100 gliders and trailers can be parked. Wide farm fields are surrounding the airfield.

The official Visual Approach Chart of the airfield is available next page.

A permanent aerobatic area up to 5,000 feet QNH is available over the airfield on two axis 2,000 m long.

The subsurface of the airfield is porous limestone ensuring ever dry surfaces and useful runways just after whatever the intensity of any thunderstorm rain poor, in case of.

The Aeroclub of Issoudun is the alone fix base operator on the airfield. A dedicated frequency will be allowed for the duration of the competition including training days.

The airfield will be fully closed via Notam to the air traffic during the whole competition including training days except for duly authorized aircraft, based or not, at the discretion of the Competition Director per prior permission request.

ATERRISSAGE A VUE Visual landing

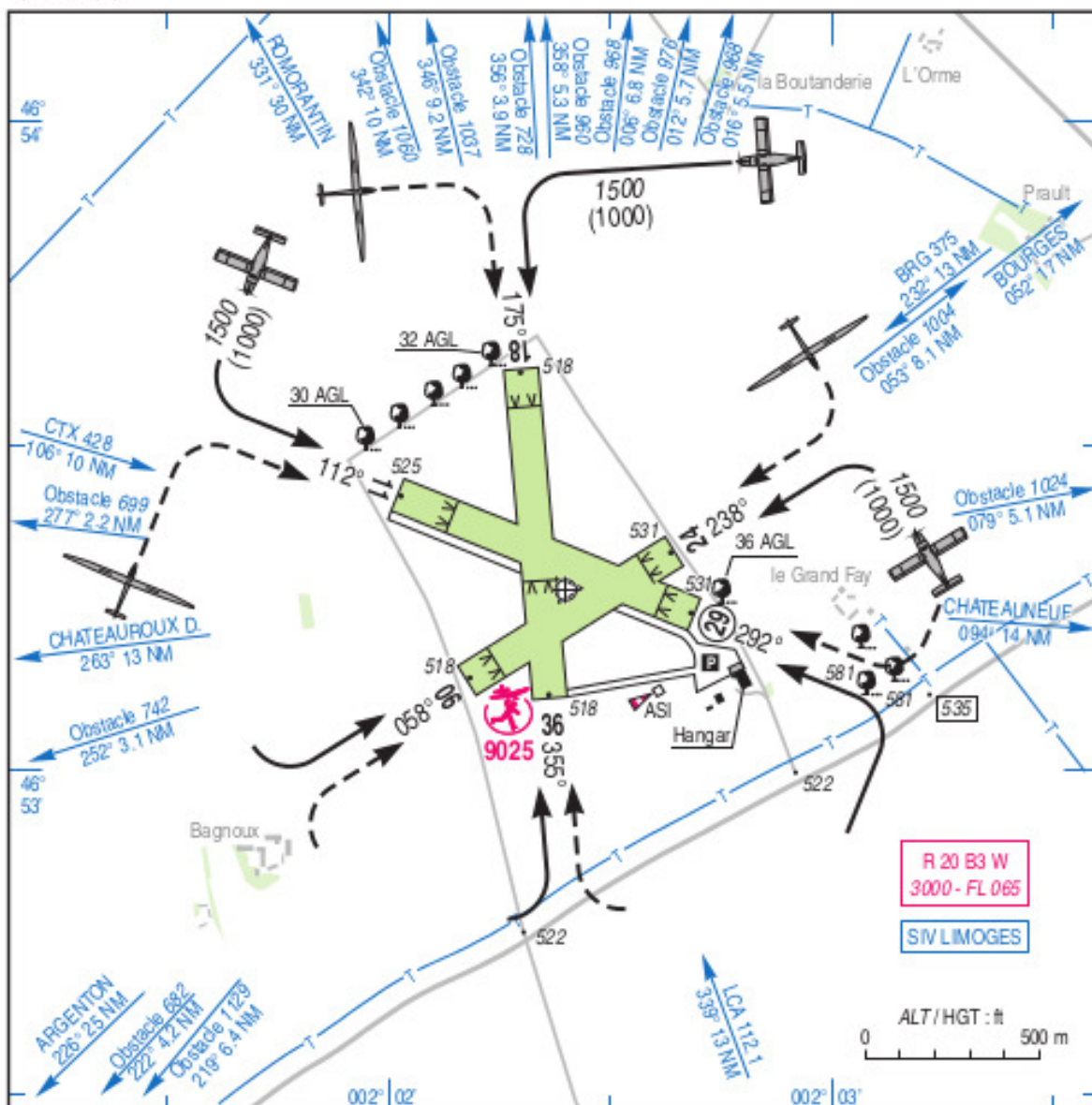
Ouvert à la CAP
Public air traffic

27 APR 17

ISSOUDUN LE FAY
AD 2 LFEK ATT 01

	ALT AD : 531 (19 hPa) LAT : 46 53 19 N LONG : 002 02 29 E	LFEK Non WGS-84 VAR : 0° (15)
--	--	--

APP : NIL
TWR : NIL
A/A : 123.5



RWY	QFU	Dimensions Dimension	Nature Surface	Résistance Strength	TODA	ASDA	LDA
18	175	950 x 100	Non revêtue	-	950	950	840
36	355	950 x 100	Unpaved	-	950	950	605
11	112	920 x 100	Non revêtue	-	860	920	760
29	292	920 x 100	Unpaved	-	880	920	820
06	058	700 x 100	Non revêtue	-	620	700	580
24	238	700 x 100	Unpaved	-	610	700	600

Aides lumineuses : NIL

Lighting aids : NIL



AMDT 06/17 CHG : Positionnement AEM 9025, obstacles.

© SIA

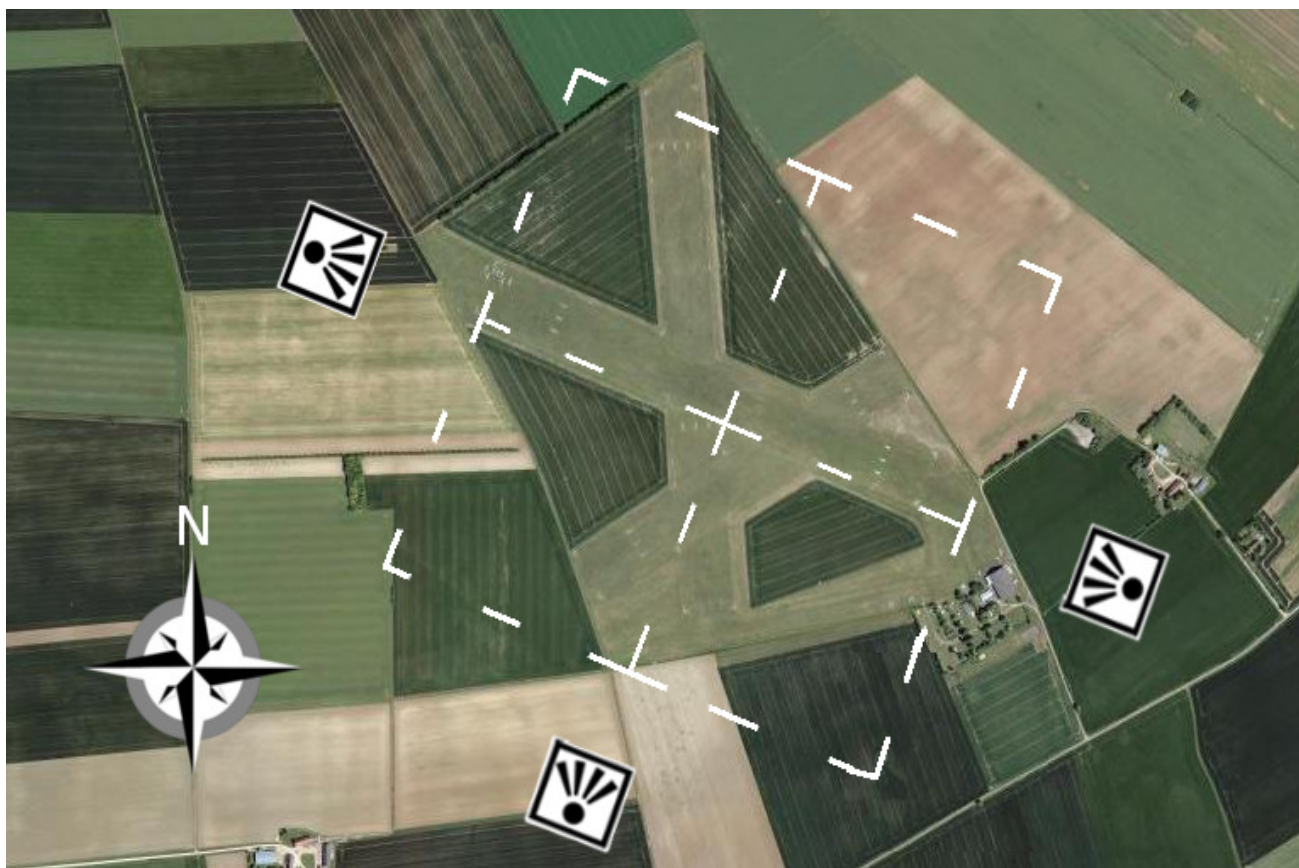
Visual Approach Chart of the aerodrome of Issoudun-Le Fay

2.2 Box

The central cross of the box is centered on the reference point of the airfield. One of the axes is aligned with the south edge of the runway 11-29 and is almost centered on. White textile strips fastened with nails are used to draw the box on the soil during aerobatic competition held on the airfield.

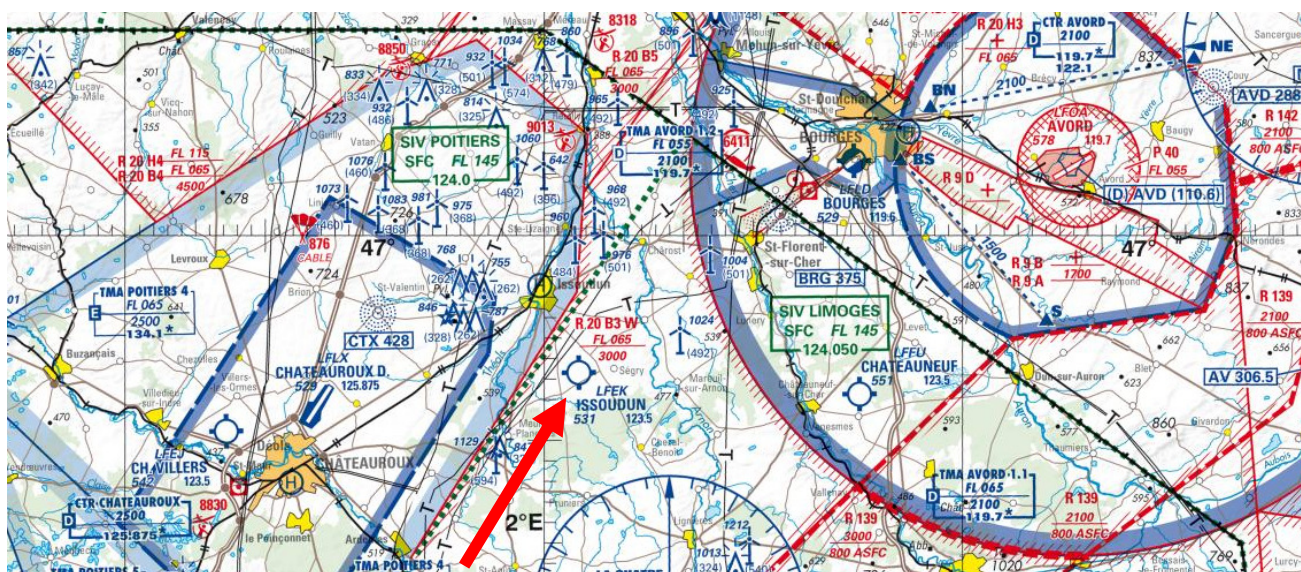
During summer season, farmed fields surrounding the aerodrome are easily accessible to dispose markings of the box.

There is no difficulty to dispose the judging positions anywhere around the box



Vertical view of the box

2.3 Airspace



Except when the R20B3 is active (from 3,000 ft QNH (circa 2,500 feet AGL) up to FL65) the airspace is not controlled above the airfield. The flight information service is provided by Limoges sector.

When R20B3 is active, this restricted area is managed by the ATC of the French Air Force base of Avord.

A permanent protocol is signed between the ATC of FAF base of Avord and the Aeroclub of Issoudun to manage the permanent aerobatic area above the airfield with approval of the French Aviation Authority.

Activity information is provided to Aviators by Limoges Sector Flight Information Service as well as Poitiers Flight Information Service and Poitiers Approach and Avord Approach when military controlled areas are active.

For safety purposes, the Flight information Services of Limoges & Poitiers as well as the Approaches Controls of Poitiers and Avord FAF base in addition of Châteauroux Airport ATC are systematically advised that the aerobatic area is activated.

3. AERoclub

The Aeroclub of Issoudun was founded in 1938. It is affiliated to the "Fédération Française de Vol en Planeur" (Glider Flight French Federation) which federates 150 gliding Aeroclubs in France.

The first glider was based in January 1946. To date, the Aeroclub currently owns 5 two seats gliders including one DG 1000 S aerobatic flight capable and four single seat gliders. 6 privately owned gliders are also permanently based.

As the Aeroclub is organizing major glider competition events with 40 up to 110 competitors, six tow planes are permanently based including four owned by the Aeroclub and two privately owned.

The Aeroclub is organizing since 43 years its International selecting Contest beginning of July. In addition, the Aeroclub organized circa 30 Glider French Championships classes every year since over 20 years including the French Aerobatics Glider Championships in 2017 and 2018.

The Aeroclub is selected to organize the 2020 and 2021 French Aerobatics Glider Championships Advanced and Unlimited categories.

The Aeroclub also successfully organized the following international Championships:

- 1988 1st FAI European Motorglider Championships
- 1990 1st FAI World Motorglider Championships
- 2001 2nd World Junior Gliding Championships
- 2003 & 2005 The Netherlands National championships
- 2007 14th FAI European Gliding Championships, 15m , 18m and Open Classes
- 2013 7th FAI World Women Gliding Championships

4. CONNECTIONS

4.1 Airports

Next Large international airports with scheduled flights are Paris-Charles-De-Gaulle and Paris-Orly airport. International low costs connection are also available at Paris-Beauvais airport, Lyon, Tours, Limoges and even some national flights at Chateauroux-Centre airports.

4.2 Railway Stations

At 10 km from the airfield, the Issoudun railway station is situated on the main line Toulouse-Paris, several direct Intercity trains connect Paris to Issoudun every day in addition of Vierzon and Chateauroux.

4.3 Highways

The airfield is situated at 30 mn drive from the French highways web in any direction.

5. WEATHER CONDITIONS

5.1 Weather stations

The next automatic weather stations of the National Office Météo-France are based at Chateauroux and Bourges airports. The Aeroclub of Issoudun operates its own automatic weather station since 2016. Data are freely provided via the following link.

<https://www.wunderground.com/personal-weather-station/dashboard?ID=ICENTREV13>

5.2 Weather data

The following data are issued from the automatic weather station operated by the Aeroclub on the airfield for the 3 last years for the period situated between 21 July and August 20

Data	Unit	Averaged	2018	2017	2016
Temperature High	°C	33.4	36.4	30.0	33.7
Temperature Low	°C	8.2	10.4	7.9	6.4
Temperature averaged	°C	20.3	22.4	18.5	20.0
Dewpoint High	°C	19.4	20.6	19.4	18.3
Dewpoint Low	°C	6.1	7.8	6.7	3.9
Dewpoint averaged	°C	13.4	14.2	13.3	12.6
Humidity Max	%	95.7	95.0	96.0	96.0
Humidity Low	%	26.7	25.0	31.0	24.0
Humidity averaged	%	67.5	62.8	75.1	64.7
Precipitation	mm	36.3	11.2	88.6	9.1
Wind Speed Max	km/h	40.7	43.4	43.4	35.4
Wind Speed Averaged	km/h	9.6	8.2	11.3	9.2
Wind Gust	km/h	47.7	51.5	48.3	43.4
Wind Direction		SW	SSW	SW	WSW
Pressure High	hPa	1026.4	1024.6	1025.6	1029.0
Pressure Low	hPa	1007.2	1005.6	1008.0	1008.0

Detailed weather data graphs are available via the following links

From 20 July 2018 up to 20 August 2018

<https://www.wunderground.com/personal-weather-station/dashboard?ID=ICENTREV13#history/s20180721/e20180820/mmonth>

From 21 July 2017 up to 20 August 2017

<https://www.wunderground.com/personal-weather-station/dashboard?ID=ICENTREV13#history/s20170721/e20170820/mmonth>

From 21 July 2016 up to 20 August 2016

<https://www.wunderground.com/personal-weather-station/dashboard?ID=ICENTREV13#history/s20160721/e20160820/mmonth>

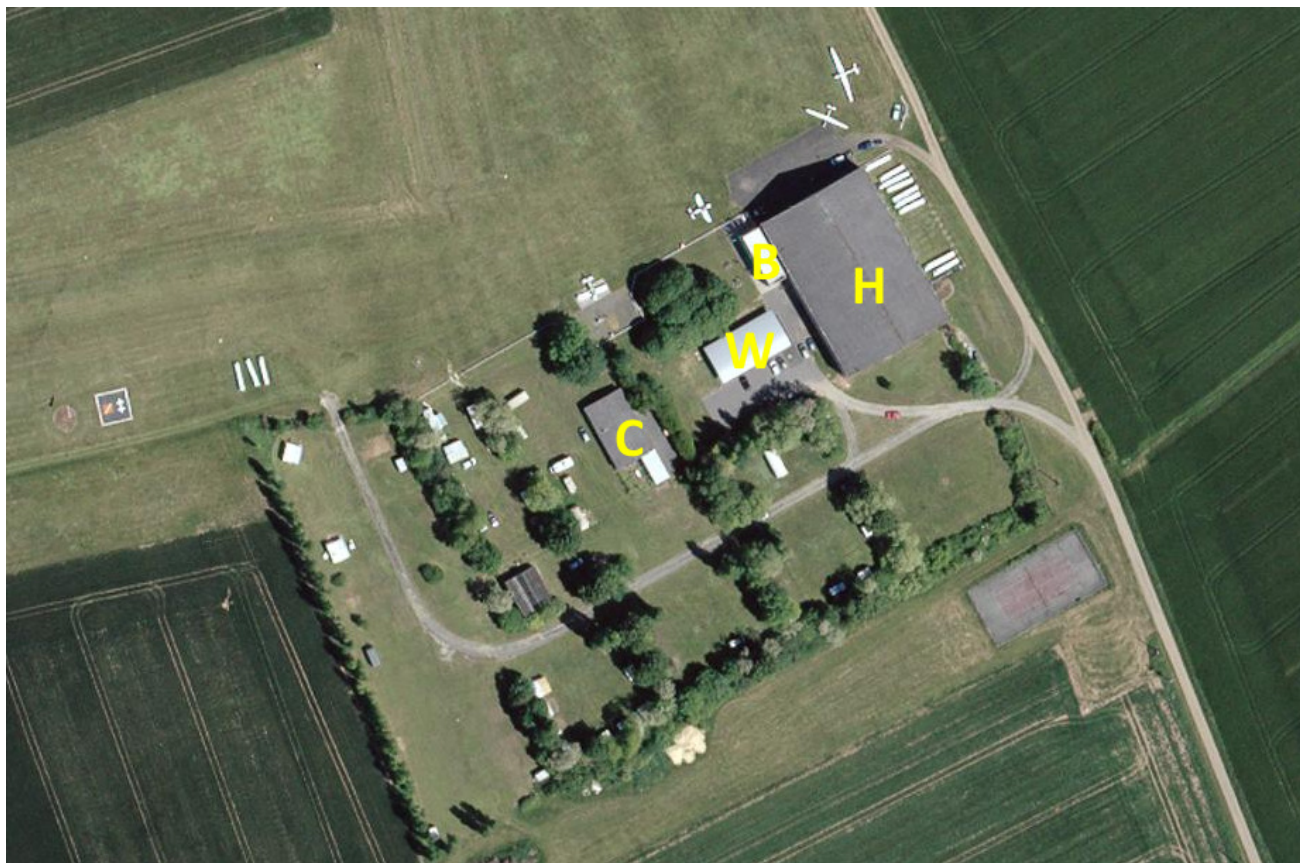
5.3 Low altitude wind sounding capability

The wind sounding can be performed several times per day on request of jury thankful to a weather balloon recoverable system with real time data transceiving (Windsound system).

5.4 Cloud base checking

Cloud base checking is budgeted as necessary and can be performed either with towplane or motorglider.

6. ACCOMODATIONS



View of life area of Issoudun-Le Fay Airfield

6.1 Hangar

The main **H**angar overall surface is 1,700 m². In addition of the hangar storage surface, there is into the hangar an aircraft repair shop, a general repair shop with welding capability and a parachute rigging shop.

In case of thunderstorm threatening, the competition gliders could be stored into the hangar with a priority for the twin seats glider and thereafter the single seat gliders. The handling of gliders will be managed by the organization.

6.2 General Briefing room

For major events like Championships, the General Briefing room is installed in an aisle of the main **H**angar with podium, wide screen with powerful projector, tables and chairs for all team pilots and coaches.

In 2012, the Aeroclub hosted 105 gliders during the pre-World contest, meaning that 120 pilots assisted to daily briefings.

6.3 Work Space/Rooms for CIVA Officials

Two workspace rooms of 22 m² and 33 m² are available at the **W**elcome building (ground floor) and could be dedicated to the Judges' College.

One air conditioned office of 25 m² at the first floor of the **B**ar building could be dedicated to the Scoring.

One air conditioned office of 15 m² at the first floor of the **B**ar building could be dedicated to the Competition Director and the flight director

One air conditioned office of 15 m² at the first floor of the **B**ar building could be dedicated to the CIVA Jury college.

6.4 Welcome Office

The welcome and administration 30 m² office is in the most recent building in front of its 70 m² awning nearby the vast and shaded public area situated in front of the apron close to the bar.

6.5 Communications and related equipment

6.5.1 Website

A dedicated website is scheduled in accordance with CIVA guide Issue 3 Chapter 15.4

6.5.2 Internet

To date, the airfield is served via two professional internet subscriptions. The local web is split as one of the internet connections is dedicated to the Organization and administration offices via switches and secured Wi-Fi and the other internet connection is dedicated for public access via miscellaneous Wi-Fi routers to cover the whole area. Fiber connection at the airfield is expected before 2021.

6.5.3 Aircom

Two VHF stations will be dedicated to flight director, one set on the competition frequency and the other one on the standard general aviation frequency to listen to possible external aircraft traffic which may be subject to approach the aerodrome during activity, infringing notam.

6.5.4 Competition Organization means of communication

It is expected that 12 talkies and 8 handheld VHF will be provided.

One low cost phone and one prepaid sim card per team will be provided to receive organization/competition direction SMS.

6.6 Meals and refreshments

6.6.1 Bar

A bar is open during the flying season serving coffee, tea, soft drinks, draft beer and wine as well as snack salad, sandwiches and ice-creams.

The morning breakfasts will be served at the bar.

6.6.2 Restaurant

Restaurant service will be provided in the central building. It will be possible to lunch or dinner either in a 70 m² room or outside with consideration of weather conditions

Typical lunch including bread starter, main course, cheese and dessert should be around € 10, main course alone around € 7.

6.7 Fire Services

-A Fire station is based in Issoudun city with professional firemen in addition of County services.

-Two 50 kgs extinguishers are available on the aerodrome nearby the fuel station and powered aircraft apron in addition of miscellaneous hand-held extinguishers.

6.8 Sanitary/Emergency Services

There is a public hospital in Issoudun city with emergency services. A HEMS (Helicopter Medical Emergency Service) is also available to transfer badly injured people to Regional Hospital Services.

6.9 Public Meeting

National regulations in France are very strict to warranty the safety of public. Dedicated fire, safety and security services antennas shall be on site during exhibition for the last day public meeting.

7. WARM-UP FLIGHTS

Up to two warm-up flights per competition day are budgeted. Warm-up pilots and flights will be designate during competition.

8. FLIGHT PROCEDURES

See paragraphs [2.1](#) & [2.3](#) respectively

9. PROPOSED CONTEST OFFICIALS

9.1 Proposed Competition Director:

- Brian SPRECKLEY, Aeroclub of Issoudun member, FAI IGC 1st Vice-President

9.2 Proposed Scoring Director

- Thierry FRAIZE, CIVA Approved International Judge ,France

10. JUDGES

10.1 Judges College

In accordance with 2018 FAI Sporting Code Section 6 part 2

- One chief judge and two assistants
- Seven Judges and seven assistants

It is subject to be amended in accordance with further amendment of the Sporting Code, if any.

10.2 Transport

Two minibuses or one minibus and one family car will be provided to the Judges College for the duration on competition

10.3 Boundary line

It is scheduled to operate electronic system like “Red Van” or similar system rather than boundary line judges.

10.4 Competition flight video recording

- One main video camera professionally operated if possible
- One back up video camera

10.5 Judging line facilities

All devices requested per pertinent paragraphs of CIVA guide Issue 3 Chapter 13 are budgeted

- One tent with table, chairs, video monitor
- wide reclining 4 m² or 6 m2 parasol per judge location
- Reclining chairs
- Low noise generator
- Fridge
- One toilet per judge's college station
- And all others miscellaneous devices and apparel

11.SCHEDULE

The proposed dates for 2021 are the following:

- free training flights:29/07/2021 till 01/08/2021
- registration & familiarization flights:02/08/2021 till 04/08/2021
- day 1 - opening briefings & opening ceremony:04/08/2021
- days 2 to 10 - competition flights:05/08/2021 till 13/08/2021
- day 11 - reserve day + awards & closing ceremony:14/08/2021
- day 12 - departure:15/08/2021

In case of 2021 year will be cancelled, the proposed dates for 2022 are the following:

- free training flights:28/07/2022 till 31/07/2022
- registration & familiarization flights:01/08/2022 till 03/08/2022
- day 1 - opening briefings & opening ceremony:03/08/2022
- days 2 to 10 - competition flights:04/08/2022 till 12/08/2022
- day 11 - reserve day + awards & closing ceremony:13/08/2022
- day 12 - departure:14/08/2022

12.BUDGETARY OVERVIEW

Our competition budget is based on the registration of 60 pilots, 13 teams flying 2 training days and performing 6 competition tasks.

On this budget hypothesis, sponsoring for an amount of € 20,000 will be mandatory as the expected registration and tow fees will not be sufficient for balance.

24th FAI WAGC & 12th FAI WAGAC			
Budget synthesis			
Revenues		Expenses	
Pilot registration fees (60)	51 000 €	Judges College and Jury accommodat.	30 271 €
Team Members registration fees	7 800 €	FAI Sanction (60 pilots)	9 600 €
Towing (6 comp. tasks + 2 trainings days)	33 600 €	Judges College station	4 640 €
		Means of communication	2 620 €
Grants		Towing including warm-up flights	29 400 €
Sponsoring	20 000 €	Warm up flights	1 680 €
		Wind sounding	2 100 €
		Boundary lines and altitude control	9 370 €
		Flight video recording and display	4 731 €
		Volunteers accommodation	4 875 €
		Scoring & administration means	1 482 €
		Communication, promotion, advert.	7 000 €
		Official ceremonies	4 632 €
total revenues	112 400 €	Total expenses	112 400 €

Obviously, we hope that far more pilots and teams will be happy to join those competitions in our beautiful region.

13.FEES

The proposed fees are the following:

13.1 Entry Fees

- Competitor each € 850
- Other Official team member (team manager, coach) € 400

13.2 Towing Fees

Are subject to be updated in case of noticeable variation (rise) of fuel or lubricant costs

- 850 m AGL € 50
- 1,250 m AGL € 70

END OF DOCUMENT