



Bid

Name of event: 25th FAI European Gliding Championships

Year: 2027

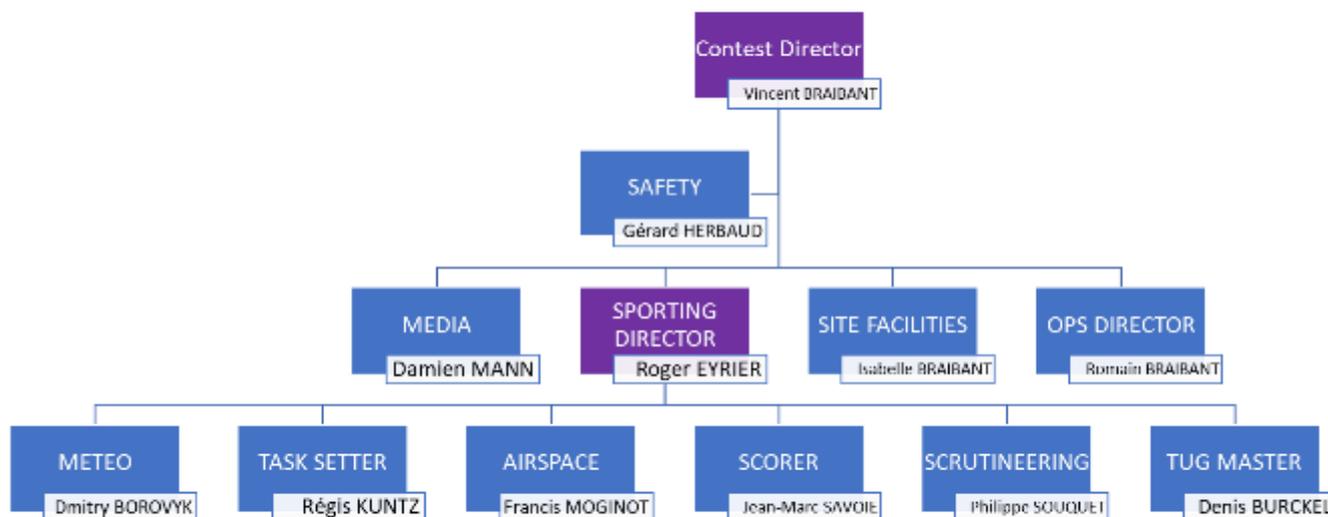
Classes: Open, 18 Metre, 20 Metre Multi-seat

Submitted by: FRANCE

SECTION A MANDATORY

1 Organisation Structure and Personnel – AAVA EGC 2027

It is the organization that we will implement for the organization of the WGC



Contest director * : Vincent BRAIBANT (President of AAVA)

Scorer* : Jean-Marc SAVOIE

Sporting director* : Roger EYRIER (Operation director of AAVA)

Media : Damien MANN

Site facilities Director : Isabelle BRAIBANT

OpS Director : Romain BRAIBANT

Ops Safety : Gérard HERBAUD

Meteo : Dmitry BOROVYK

Task setter : Régis KUNTZ

Airspace : Francis MOGINOT

Scrutineering : Philippe SOUQUET

2 Site

2.1 Name address of the airfield

[Aérodrome de Vinon sur Verdon](#)

[83560 Vinon-sur-Verdon](#)

France

2.2 Co-ordinates of the airfield

Latitude: 43° 44' 16" N
Longitude: 005° 47' 03" E

Association Aéronautique Verdon Alpilles (AAVA)
Romain Braibant – AAVA General Secretary
1 lieu-dit de l'aérodrome
83560 Vinon-sur-Verdon
France
Tel: +33 4 92 78 82 90
Secretariat@vinon-soaring.fr

2.3 Direction and distance to nearest international airport,

The nearest international airport is Marseille Provence (70 km to the South West of Vinon airfield / 1H by car)

2.4 Experience of the event team in organising championships

2006 – WGC Mondial, Club & Standard
2013 – EGC 15m, 18M & Open
2014 – French Championship class club
2022 – SGP France 18m
2024 – French Championship Standard, 15M and two-seaters
CMVVM (Coupe du Monde de Vol à Voile en Montagne) from 1966 to 2015 and in 2023.

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

2.5.1 Training Dates

AAVA is open 350 days per year. It will be possible to organize official training from June 20, 2027 to June 25, 2027.

2.5.2 Competition Dates

- Opening ceremony: June 26th, 2027
- Competition : From June 27th to July 10th
- Awards ceremony: July 11th, 2027

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

It's possible to organize weeks of training between March 2027 to June 2027.

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

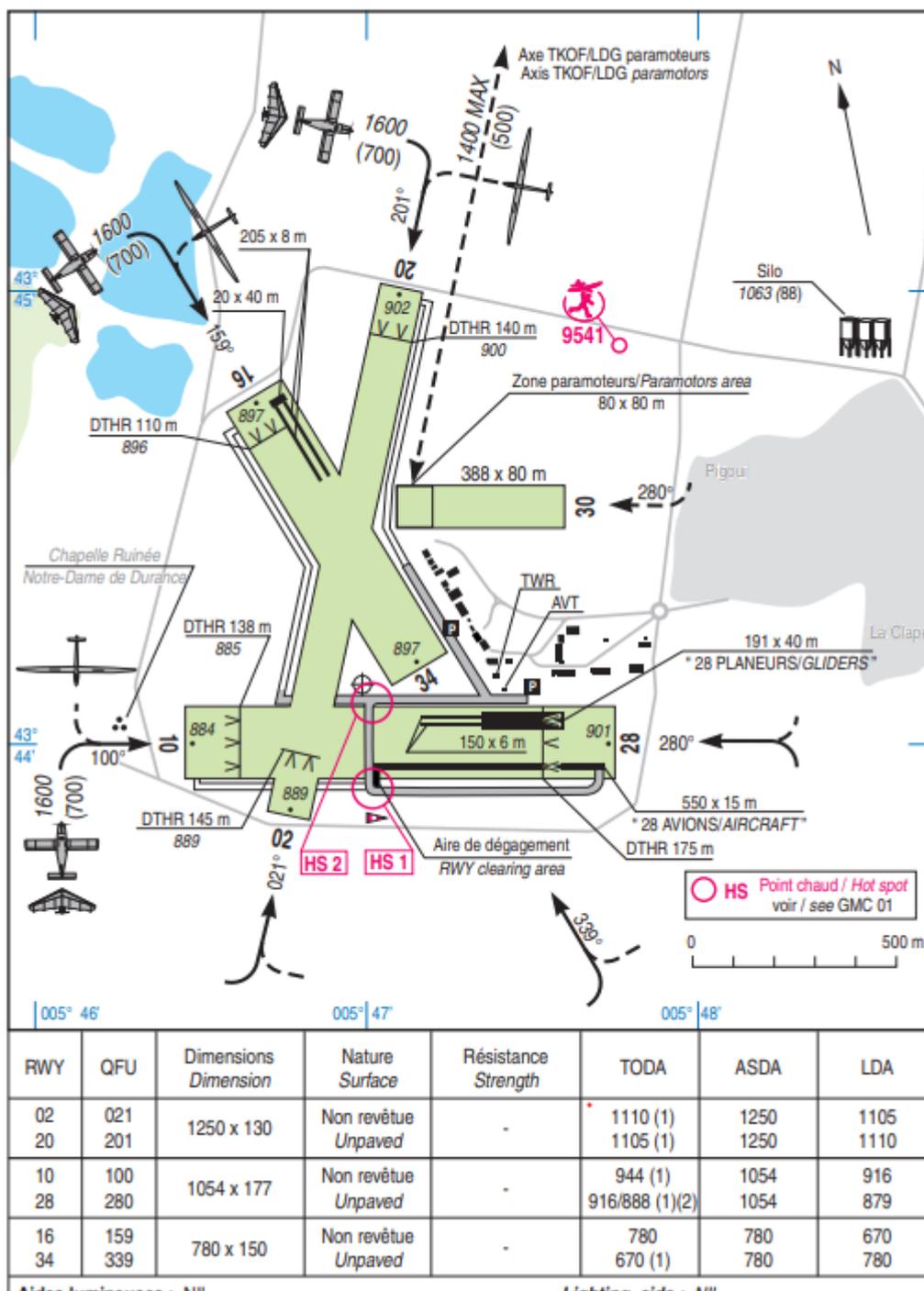
- Opening ceremony: August 14th, 2027
- Competition : From August 15th to August 28th
- Awards ceremony: August 29th, 2027

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 prevailing winds generally lead to the use of runways 20 or 28 for championships:

- RWY 20/02: 1250mx130 (grass)
- RWY 28/10: 1054x177m (paved on 350m)





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.)

One for eight gliders

2.6.3 Meteorological facilities that will be provided

Dmitry BOROVYK is a member of AAVA and participate to many international championship. He played the role of meteorologist for the last French championships. We have access to weather forecasting applications such as Skysight, météo-parapente, Tophtherm, etc..

2.6.4 Parking facilities for gliders.

For competitions, both sides of runway 30 (exclusively used for landing of gliders) will be used to park gliders. Ground cables are available to attach gliders as well as water taps for ballasting.



2.6.5 Repair facilities for gliders

AAVA has its own workshop (and two mechanics). FGS (for French Gliding Services) is another workshop on the platform.

2.6.6 Repair facilities for radios and instruments

AAVA can help to fix small problems. For radio changes, SEAM located on the airfield of Aix-en-Provence (40 kms from Vinon) is an option.

2.6.7 Oxygen requirements and supply facilities, if required

AAVA has facilities for filling oxygen bottles.

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

Since the SGP 2022, AAVA implemented sustainable development practices. More information to be found at: <https://www.vinon-soaring.fr/fr/preparer-vos-vols/documents-telechargeables/category/2-documents-utiles?download=93:aava-developpement-durable-le-sport-s-engage>
The label was renewed in 2024.

2.7 Airfield Infrastructure

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



- 1- Briefing room & catering
- 2- Organisation room & press centre
- 3- Administration office & jury room
- 4- Club house
- 5- Aircraft hangars
- 6- Swimming pool
- 7- Camping (Temporary on the east side)
- 8- Workshop
- 9- Room building
- 10- Restaurant
- 11- FGS

2.7.1 Briefing Room & suitable equipment

Briefings will be held in the hangar "Marcy" (1)

2.7.2 Common Room(s) for the competitor

Hangar "Marcy" (1)

2.7.3 Suitable meeting Room for the International Jury and Stewards

The Board Room of AAVA will be put at the disposal of the International Jury (3)

2.7.4 Bar and or restaurant

A restaurant is open at the entrance to the airfield.

2.7.5 Press Centre

We will use a specific building name “Bundeswher” (2) with a briefing room for 30 people, 2 bedrooms and 3 meeting rooms.

2.7.6 Communication and internet equipment

Wifi is available in the premises of AAVA, plus 5G hotspot.

2.7.7 Post and Banking

Three banks and a post office are available in Vinon-sur-Verdon.

2.7.8 Insurance availability

AAVA and FFVP work with two brokers for insurances:

- Air Courtage Assurances
- Aero Prevoyance

2.7.9 Toilets, wash rooms and shower rooms

Sanitary facilities are available in the two camping (7), in the clubhouse (4), in the room building (9)... The sanitary facilities in the West camping as an example:



2.7.10 Car parking

Many parking possible on the airfield.

2.7.11 Emergency (including fire)

The town of Manosque (10 kms) has a regional hospital and the city of Vinon-sur-Verdon has a fire brigade.

2.7.12 Medical and First Aid

Many doctors are available in Vinon.

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

AAVA can offer eight bedrooms in the room building.

2.7.14 Competition office hours

The organization of a typical championship day is:

- 8 a.m.: Griding
- 10 a.m.: Briefing
- 12 p.m.: First take-off
- 7 p.m.: end of flight

2.7.15 Social event planned during the event :

We want to plan 4 events during the competition:

- Opening ceremony
- Provence Day
- International party
- Closing ceremony

During the rest day, we will also offer cultural tours of the region

2.7.16 Availability of water for ballasting

AAVA provides pilots with 4 water points (red point)



3 Accommodation and food for competitors

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

3.1 Accommodation in the local area

In the local area, you will find many Hotel or restaurant (<https://vinon-soaring.fr/fr/voler-a-vinon/restaurants-et-hotels>)

3.2 Accommodation at the airfield

On the airfield:

- A camping for competitors ("Aire d'accueil Est" - number 7 on the picture)
- Caravans available for renting on the "Aire d'accueil Ouest" - number 7 too)
- Eight bedrooms
- Restaurant and catering for the event

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?

Same answer as point 3.2

We have on the airfield 14 toilets (8 in the camping, 6 in the office close to the runway)

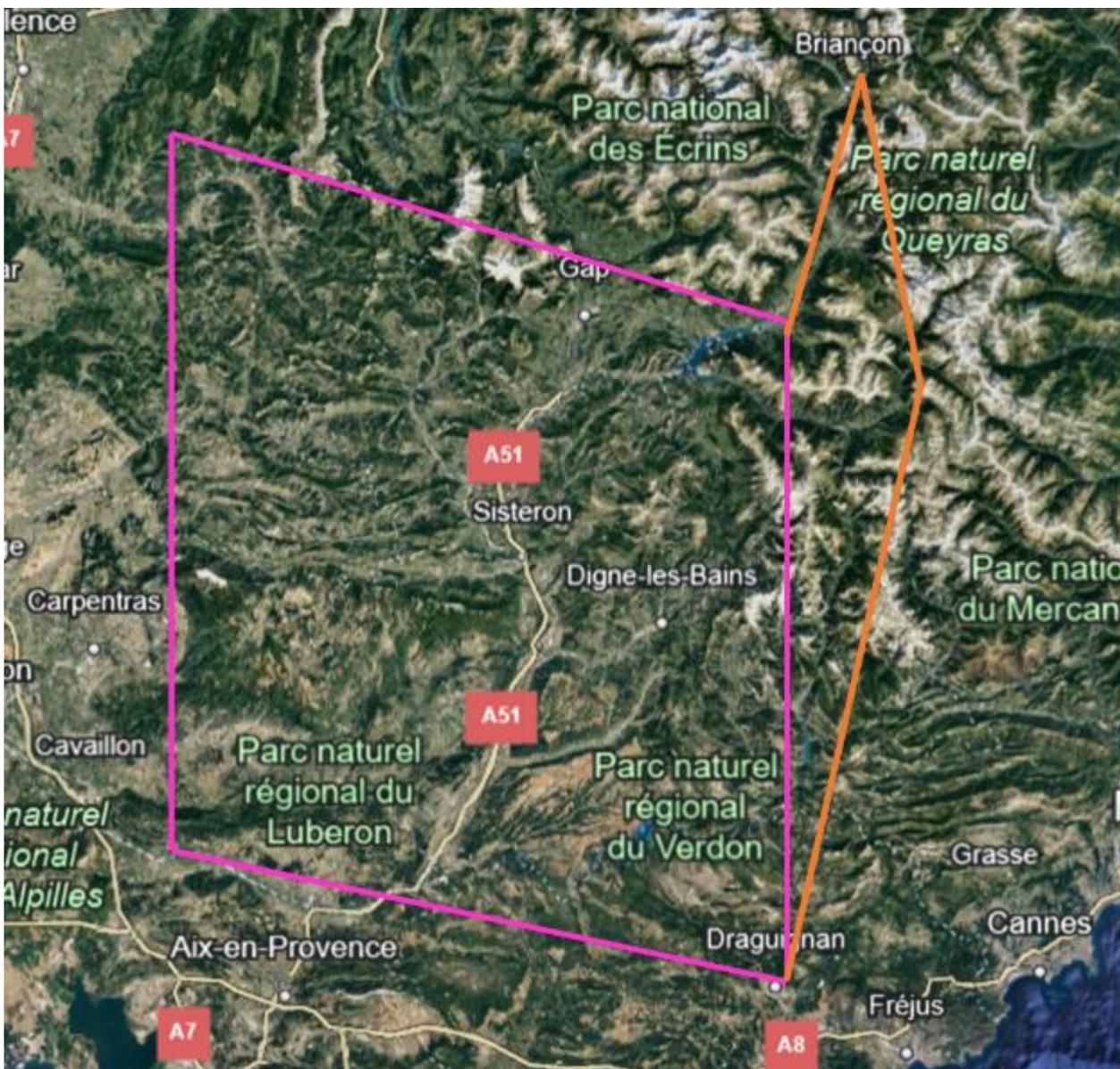
3.4 Catering for competitors at the airfield

- Restaurant “le planeur” close to the airfield (10)
- Catering in the hangar Marcy next to the briefing room during the competition

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

4.1 Topography in the task area

For safety and equity, as we did for the Sailing Grand Prix in 2022, the CMVVM in 2023 and the French 15 meters and two-seaters championships in 2024, the flight zone will not include North Alps to make the flight zone accessible to as many people as possible and in practice remain in local flight of airfields or identified landing zones. Arrivals are made by flying over land that can be used for landing. Wheats are normally cut during the competition period. The area makes possible technically challenging tasks, alternating mountains in the East with flat areas on the West, and back, changing the pace, altitudes, etc.



In pink, the daily flight zone which allows you to safely trace speed circuits of 400 to 700 km for 90 gliders

In orange, the additional flight zone that can be used subject to the agreement of the IGC representatives and the weather

4.2 A comprehensive survey of meteorological conditions

it is normally possible to fly every day during summer.

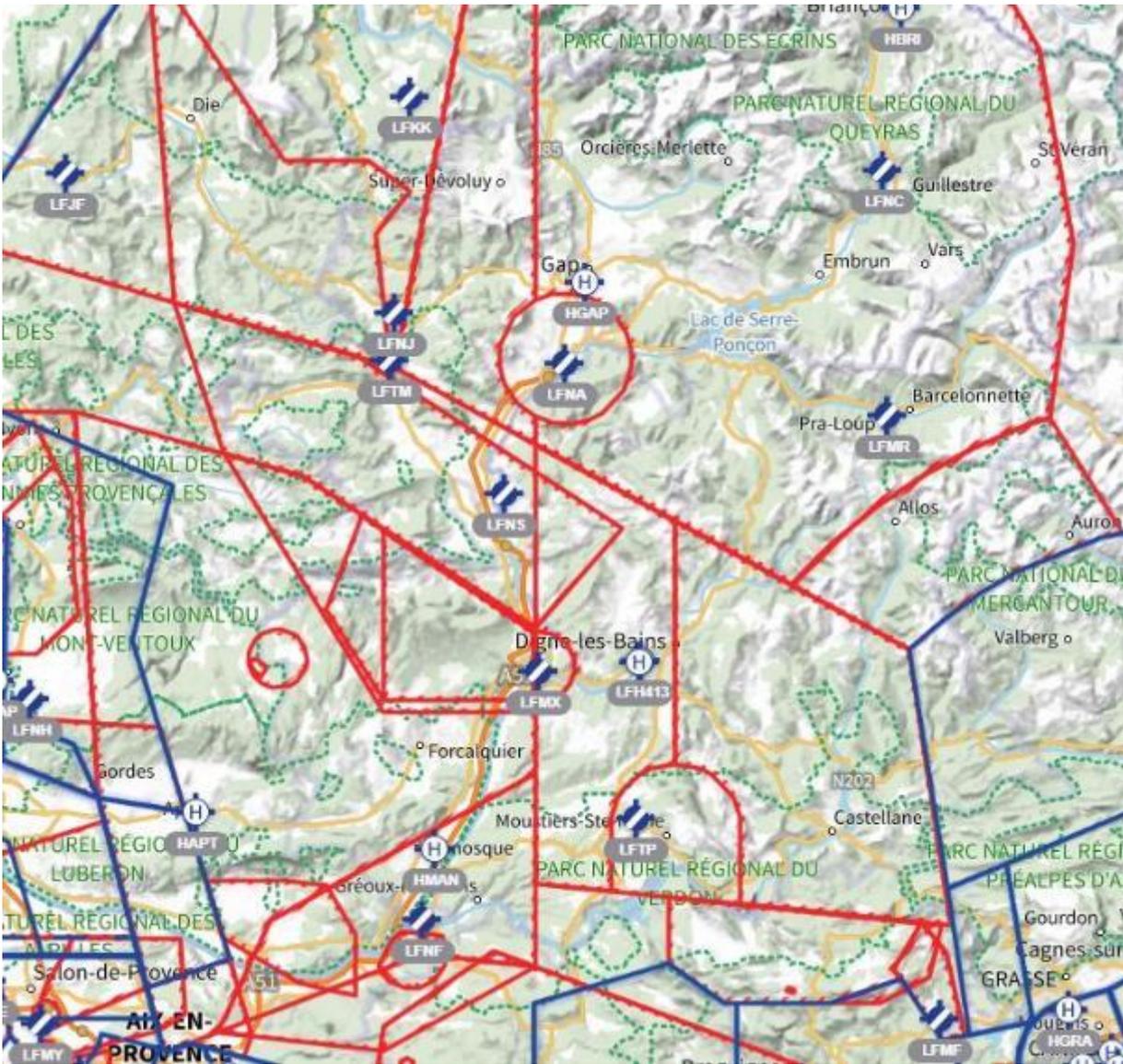
Typical flight conditions: 1800 meters QNH in the vicinity of the airfield of Vinon ranging to 3000/3500M in the east and north sides of the flying zone.

4.3 Restrictions in the task area

The west side of the Durance valley can be restricted to FL75. Otherwise, no restriction on the flying zone.

4.4 Airspace in the task area

This map show all the airspace close to Vinon Airfield. But many airspace is not active during summer period

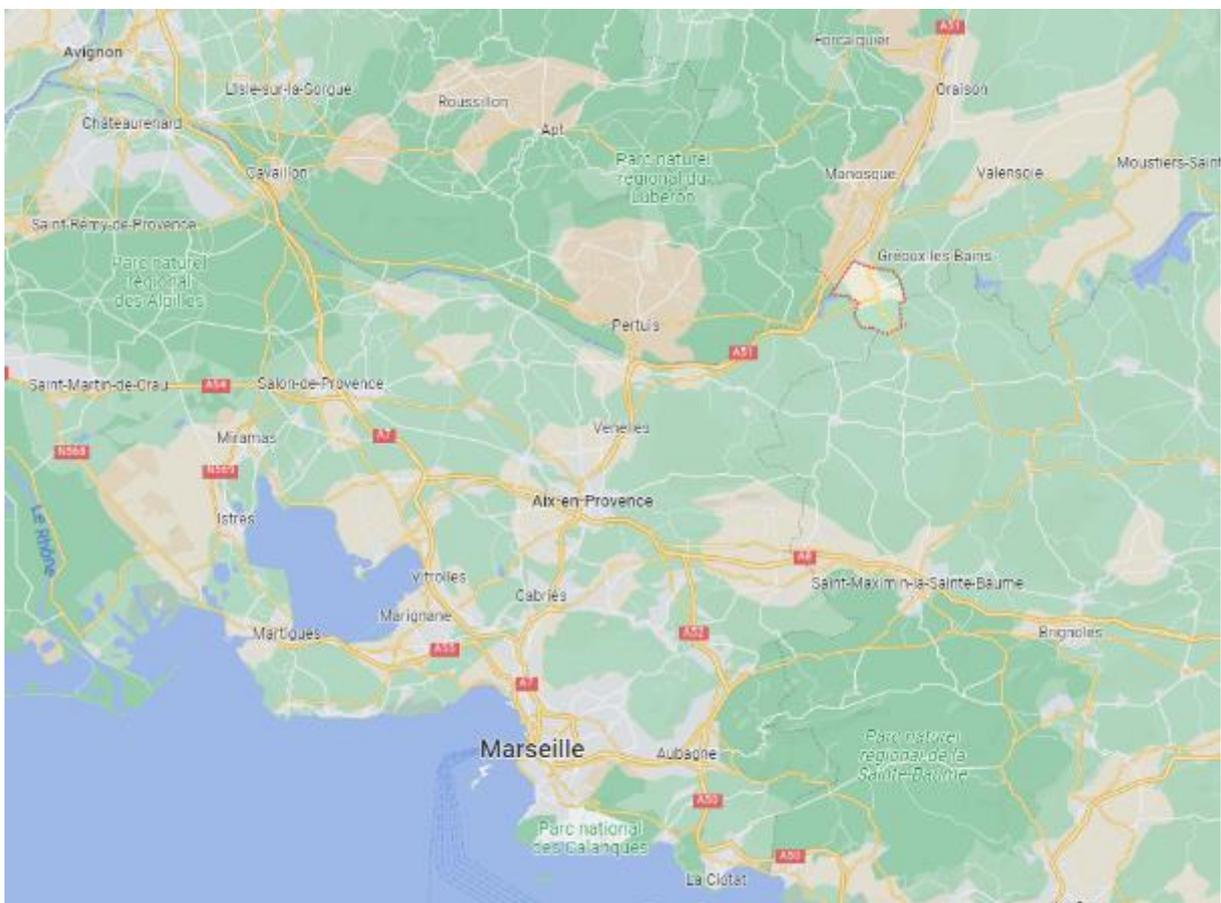


4.5 Typical tasks to be expected

Typical tasks ranging between 400 and 600 kms, prioritizing speed, can be expected in the flying zone.

4.6 Road and traffic conditions

Vinon-sur-Verdon is close to Aix-en-Provence (45 min) and Marseille (1h). The airport of Marseille (45') offers daily international connections to Paris, Amsterdam, Munich and Frankfurt.



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:

5.1.1 Starting procedures: Start line

5.1.2 Tasks: Racing and speed task / Assigned Area Task

5.1.3 Finish procedures: finish circle

5.2 Starting procedures

We will use only the start line with one different point for each class

5.3 Tasks

Depending on the weather, we will use Speed task (AST) & Assigned Area Task (AAT)

5.4 Finish procedures

We will use one same report point (Manosque, 2min north to airfield) and circle line

5.5 Scoring

No specific point for the scoring, we apply the IGC rules

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

5.6.1 For pilots and crews

No specific point

5.6.2 For sailplane and equipment

No specific point

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

120 competitors

5.6.4 Provide explanation for this number

This was the typical size of a CMVVM in the 80's and 90's.

5.6.5 Indicate how the classes will be separated for:

5.6.6 Starts

Many starting point : Corbière, Manosque, Gréoux

5.6.7 On task

We can use many tracks (start to the East, North and West)

5.6.8 Finishing and landing

We will use finish circles, enabling pilots to land on runways 30 or 28, or direct landings on runway 20

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

We will expect 2 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** *(This is indexed and published. It is quoted in CHF.)*

50 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)*

900 € (nine hundred euros)

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

- Administrative support
- Organization of the championship
- Opening ceremony
- Provençal evening
- Closing ceremony
- Flight map
- Welcome gift
- WiFi access*
- ...

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

None

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

80€ *(with AVGAS at 2,90€ / litre) for 600m QFE*

SECTION B NON-MANDATORY

6.4 Rental cars

Car rental is possible in Vinon-sur-Verdon, Manosque, and of course at the Airport of Marseille. Possible price between 55€ and 80 € per day

6.5 Accommodation (as appropriate for local facilities)

6.6 Hotels

Approximately 90€ per night for two.

6.7 Apartments

1000 à 1200€ / week for a house in Vinon

6.8 Bed and Breakfast

Around 70€ / night

6.9 Camping *(as per note above)*

14€ / night on the airfield

6.10 Catering

6.11 Hotels

Around 20€

6.12 Restaurants

Around 30€

7 Glider Hiring (provide information on the following)

7.1 The availability of local gliders for hire

AAVA had many gliders 1 PEGASE, 5 LS4, 1 LS8-18m, 1 ASW28B, 1 LS6-18m, Ventus 2 /18m and JS1B. We can propose again 2 Duo Discus X, 2 Duo Discus, 1 Arcus S and 1 ASH 25.

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

Price per hour is around 40€ for a 15m class and 50€ for a 18m class. For a Two seater or open glider, the price is 51€

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

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

8.1 Ports or cities of entry

Work in progress

8.2 Customs requirements

Work in progress

8.3 Customs brokers

Work in progress

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

Work in progress

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)

Vinon is organizing the French 15m + two-seaters championship in the last July 2024.

In 2025 and 2026, the AAVA will organize

- A provence glide at the end of March (22 to 29 March)
- the CMVVM with the possibility of competing in two classes: club + Open (as in 2023)
- The French Championship 2026 18m & Open in July 2026

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 1st preference.

French Federation provides trackers for national competitions

11 Miscellaneous

11.1 **Visa** Provide relevant information

Work in progress

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

Work in progress

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.....