



Bid

Name of event: 42nd FAI World Gliding Championships

Year: 2028

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

Submitted by: FRANCE

PARIS AIRPORT COULOMMIERS WORLD GLIDING CHAMPIONSHIP

2028

Bid form



World and Continental Gliding Championships

Initial Bid Form

All the information sought in this bid document must be completed prior to its submission. Details, such as a diagram of the airfield, may be included as an Annex. When completed an electronic copy of this form must be sent to the IGC Bid Specialist Mandy <mandytemple.australia.igc@gmail.com> before the closing deadline of September 30 of the year prior to the presentation of the Bid to the IGC Plenary. When the information on this form has been checked and amended as necessary, the IGC Bid Specialist will forward it to the IGC Secretary.

The form has been updated this year to address an issue with alterations to Entry and Tow costs after a bid is accepted. Please see Section 6 for more details.

Application for organizing the " 42nd FAI World Gliding Championship in 2028"

Applicant:

Name: Association Aéronautique de Coulommiers Meaux (AACM)

Date of Application: September 2024

Organising Gliding Club or other organization:

Association Aéronautique de Coulommiers-Meaux (AACM)
Aeroclub de France
Fédération Française de vol en planeur (FFVP)

Name and address of National Aero Club:

Association Aéronautique de Coulommiers-Meaux (AACM)
Coulommiers paris aéroport
Bâtiment 25
Avenue du Général de Gaulle – Route D934
77120 Mouroux

Proposed Competition Director: *LACHAUX Nicolas competition director of the 2023 Coulommiers French championship and competition director of the French club championship 2025 and 2027 associated with an open competition as a world championship preparation. Member of AACM since 2014 and AIR FRANCE A320 captain and instructor.*

Proposed Organisation of the event:

Airfield:

Paris airport Coulommiers (ICAO: LFPK), France

Contact person (for the applicant):

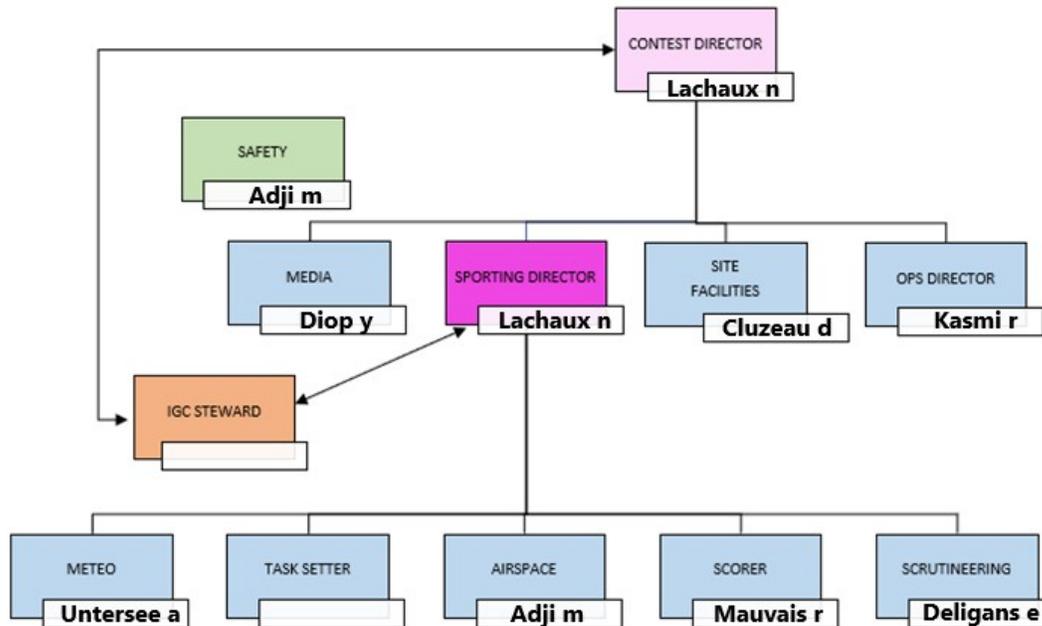
Name: Lachaux Nicolas
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77120 Mouroux
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1. Event and Year

1.1 Name of Competition :
This bid is about the 42nd FAI World Gliding Championships in the general category in the 18 meters, the 20 meters two seater and Open classes.

1.2 Year of event
This event will take place in 2028

1.2 organization chart



2. Site

2.1 The Airfield:
AERODROME DE COULOMMIERS
Route D934
77120 Mouroux

2.2 Co-ordinates

Latitude: 48° 50' 15" N
Longitude: 3° 00' 52" E
Altitude: 143 m

2.3 Direction and distance to nearest town, population of this town

Coulommiers – Voisins Aerodrome (French: Aérodrome de Coulommiers - Voisins) (ICAO: LFPK) is an airfield near Coulommiers in France. It is located in the Seine-et-Marne department, 5 km (2.7 NM) west-northwest of Coulommiers. It is also 34 miles (55 km) east of Paris. It is the nearest gliding platform to the capital.

2.4 Experience of airfield staff in organising championships

The Association Aéronautique de Coulommiers Meaux (AACM) has solid, proven experience in organizing top-level competitions, which positions it ideally to host the World Glider Championship in 2028. With the success of the Coulommiers Express, and the organization of the French Championships in 2023 in the 18-meter and Open class, as well as the French Club Championships scheduled for 2025 and French championship Championships in the general category in the 18 meters, the 20 meters two seater and Open classes scheduled in 2027 associated with an open class competition to prepare the World gliding competition.

The AACM has demonstrated its know-how and ability to manage large-scale events. Our high-quality infrastructure, combined with a dedicated and experienced team, ensures impeccable competition management, guaranteeing safety, performance and satisfaction for all participants. Moreover, the support of the French gliding federation (FFVP) is also a guarantee of confidence and excellence in the organization of this competition. This federation is very involved in the competition and will provide support and resources for this world championship.

2.5 Proposed period for the event

2.5.1 Training Dates

Training will be possible starting on July 15th 2028 till July 22nd 2028

2.5.2 Competition Dates

Competition will be starting on July 23nd and finish on August 4th, 2028

2.5.3 Alternate dates for training

If these dates are not convenient, it is possible to perform the training earlier, on June 10th to June 16th, 2028.

2.5.4 Alternate dates for competition

If these dates are not convenient, it is possible to perform the competition earlier, on June 17th to June the 30th, 2028.

2.6 Airfield operating data

2.6.1

The owner of the airfield is the PARIS AIRPORT consortium also owner of Paris Charles de Gaulle and Paris Orly airport and dedicated to support the organisation of the world gliding competition.

Surface of airfield, number and directions of runways:

The airfield is located on a 304 hectare site. A total of 4 runways and a winch runway, all oriented east west, can safely accommodate many gliders.



Runway 1: 1400 m X 20 m
Direction: 09/27
Type of surface: asphalt

Runway 2: 650 m X 60 m
Direction: 09/27
Type of surface: grass - airplanes

Runway 3: 660 m X 80 m
Direction: 09/27
Type of surface: grass - gliders

Runway 4: 200 m X 12 m
Direction: 09/27
Type of surface: asphalt – ULM

2.6.2 Number of towplanes that will be employed

For the World Gliding Championships at Coulommiers, we plan to employ a fleet of 10 to 12 towplanes. These aircraft are equipped to handle the needs of all competitors efficiently, ensuring smooth and timely launches. The number of towplanes will be adjusted based on the final number of competitors to maintain optimal launch operations in 45 minutes for each class with the ratio of 1 tow plane for 5 glider in the 18meters class.

2.6.3 Meteorological facilities that will be provided

A dedicated meteorological team will be on-site, providing comprehensive daily weather briefings to all competitors. We will utilize advanced forecasting tools, including real-time satellite data, to offer precise and up-to-date weather information.

2.6.4 Parking facilities for gliders

The airfield at Coulommiers offers extensive parking facilities, with designated areas for gliders. Each glider will have its own secure spot on the airfield, ensuring easy access for competitors. The parking area is organized to facilitate efficient towing operations and minimize ground movement.

2.6.5 Repair facilities for gliders

We will provide on-site repair facilities for gliders. Competitors will have access to these facilities throughout the competition to ensure that any necessary repairs can be made quickly and effectively.

2.6.6 Repair facilities for radios and instruments

The club will organize some spare radios and basic instrument from the popular suppliers (Winter, Becker, Funke, TQ-Avionics). We will ask LX Nav and Navigation for a special service during the whole event time.

2.6.7 Oxygen requirements and supply facilities, if required

Since gliding is limited to the airspace below FL 95, oxygen will not be Available during the competition.

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

The AACM is deeply committed to environmental sustainability, as evidenced by our recent certification under the “Développement durable, le sport s’engage®” label awarded by the CNOSF – France Olympique in 2023 during the French Championships. This certification underscores our dedication to integrating sustainable practices into all aspects of our operations.

2.6.9 the Chief Steward will have a room at the Crecy la chapelle golf club 2 km out of the airfield and a private bureau in the office of the club with all commodities.

2.7 Airfield Infrastructure

2.7.1 Briefing Room

The Coulommiers airfield has a large briefing room capable of accommodating all competitors and officials. Equipped with modern audiovisual systems, it allows for clear and effective presentations, as well as daily briefing sessions with high-quality visual and audio support.

2.7.2 Common Room(s) for the competitors

Comfortable common areas are available to competitors, providing spaces for rest, exchanges, and preparation. These rooms are equipped with seating, tables, and internet connections, ensuring an environment conducive to relaxation and concentration before and after flights.

2.7.3 Meeting Room for the International Jury

A dedicated meeting room is reserved for the International Jury. This room, equipped with all necessary materials, offers a private and professional setting for deliberations and decision-making.

2.7.4 Press Centre

A room for press will be dedicated during the competition with a high-quality internet connection.

2.7.5 Communication and internet equipment

The airfield is fully equipped in terms of communication, with a high-speed Wi-Fi network covering all facilities. Workstations equipped with IT equipment are available, as well as telecommunications services to ensure coordination between teams and competitors. On the airfield or at less than a kilometer you have 3, 5g and 4g antennas from different operator.

2.7.6 Post and Banking

Postal and banking services are available near the airfield, allowing participants and visitors to easily access these essential services during the championship.

2.7.7 post and banking

Postal agency and banking service are available in mouroux and crecy la chapelle (the 2 closest town)

2.7.8 Insurance availability

Insurance services are available near the airfield, allowing participants and visitors to easily access these essential services during the championship.

2.7.9 Toilets, washrooms and shower rooms

The sanitary facilities are modern and well-maintained, with a sufficient number of toilets, bathrooms, and showers to meet the needs of all participants. These facilities are strategically located on-site for easy access.

2.7.10 Car parking

The Coulommiers airfield has ample parking space, with dedicated areas for competitors, officials, media, and visitors. The parking is secure and well-organized to handle many vehicles.

2.7.11 Emergency (including fire)

Emergency plans, including fire safety protocols, are in place to ensure everyone's safety.

2.7.12 Medical and First Aid

Medical and First Aid plans are in place to ensure everyone's safety. A modern hospital is located less than 5km from the airfield.

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

Conference and office rooms are available to host the OSTIV Congress if required. These rooms are equipped for meetings, presentations, and technical discussions, providing a professional and comfortable environment for congress participants.

2.7.14 competition Office Hours

The competition office will be open everyday of competition from 8am until 7pm according to the flight schedule. (if needed the office will remain open late at night)

2.7.15 social events planned during the event

For the opening ceremony and the closing ceremony, 2 gala dinner will be set in an amazing place near Paris.

3. Accommodation and food for competitors

3.1 Accommodation facilities available in the local area

Many hotels and campsites are available in the proximity of the airfield. Here are a few examples:

At 500 m, Country House Reem: <https://maps.app.goo.gl/hFyNK4vcsXEJQTGaA>

At 4km, Chateau de Pommeuse: <https://www.chateaudepommeuse.fr>

At 8km, Première classe: <https://maps.app.goo.gl/wenieEo7FYxnHuBm7>

3.2 Camping facilities at the airfield

Many hotels and campsites are available in the proximity of the airfield. Here are few examples:

At 4km, Le Chêne Gris: <https://www.campinglechenegrise.com>

At 5km, Country Park: <https://www.countrypark.paris/>

3.3 Catering for competitors at the airfield

Food-truck and sandwich service will be available on site for lunch. Restaurants, food-trucks and supermarkets are also common in the area.

4. Competition area

4.1 Topography in the contest area

Coulommiers is located in the Île-de-France region, characterized primarily by flatlands and gently rolling hills. The elevation in the contest area varies from about 50 meters MSL to 250 meters MSL. This terrain is ideal for gliding, providing consistent thermal conditions. The region's topography, dominated by agricultural

fields and forests, supports reliable thermal generation, making it well-suited for high-quality soaring competitions.

The contest area stretches from Amiens in the north to Dijon in the south, encompassing a variety of landscapes including the vast plains of the Beauce and the dense forests of the Orléans Forest. The area has hosted numerous long-distance flights, with several 750 km flights successfully flown each year.

4.2 A comprehensive survey of meteorological conditions

The contest area benefits from a temperate climate with significant thermal activity during the summer months. The region typically experiences stable high-pressure systems during the competition period, contributing to excellent soaring conditions. Thermals can be expected to form early in the day, with cloud bases generally ranging from 1,000 meters to 2,000 meters MSL. On particularly good days, cloud bases may exceed 2,200 meters MSL.

Due to the predominantly flat terrain, pilots do not need specialized knowledge in mountain flying, making the area accessible for competitors of all experience levels. The meteorological conditions in the region are generally stable, ensuring a high number of contest days.

4.3 restriction in task area

no overfly of the nuclear facility of Nogent and some parachute site but nothing more.

4.4 Airspace restrictions in the contest area

The contest area is largely unrestricted, with most of the airspace allowing gliders to operate below FL95. However, certain controlled airspaces, particularly near the Paris metropolitan area, require careful navigation. The proximity of Charles de Gaulle and Orly airports necessitates coordination, but well-established procedures with the Paris area control are in place to manage glider operations safely within a will region.

Daily briefings will include updates on any temporary airspace restrictions and coordination procedures, ensuring safe and efficient use of the airspace. The extensive gliding experience in the region ensures that these restrictions are managed effectively, minimizing disruption to competition flights.

4.5 Typical tasks to be expected

Typical task lengths for a competition in this area during late July range between 250 km and 500 km. Given favorable weather conditions, tasks of up to 600 km may be set, taking advantage of the region's expansive and varied terrain. These conditions are conducive to high-scoring days, with multiple 1,000-point days expected during the competition.

4.5 Road and traffic conditions

Coulommiers is well-connected by road, located near major highways such as the A4, which provides easy access to Paris and other major cities. The region is known for its well-maintained roads, and traffic is generally light outside of urban center. The proximity to Paris also means that Coulommiers is easily accessible by

public transport, with frequent train services connecting the town to Paris within an hour.

5. Rules

5.1 Indicate the options intended to be used from Annex A for:

5.2 Starting procedures

Start Line (Annexe A - 7.4.3 a): A line, of defined length, perpendicular to the course to the first Turn Point, or the center of first Assigned Area.

5.3 Tasks

Racing Task (Annexe A - 6.3.1) and Assigned Area Task (AAT) (Annexe A - 6.3.2)

5.4 Finish procedures

Finish Ring (Annexe A – 7.8.2 a) : A circle of specified radius (minimum 3 km) around the Finish Point encompassing the contest site and the landing circuits. A FAI SC3 ANNEX A Page 34 minimum altitude (MSL) shall be imposed for crossing the ring. Competitors crossing the finish ring below the minimum altitude shall be penalized.

5.5 Scoring

Classic System (Annexe A - 8.1) and Team Cup (Annexe A - 8.1.2)

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

5.6.1 For pilots and crews

Pilots must have a valid ICAO compliant glider licence including the starting method chosen for the competition. Depending on the country of origin, pilots without an EU license may have to transcribe their license in accordance to EU regulation 1178/2011 Annex III. Furthermore, for some countries visa regulations apply for visits to the European Union.

5.6.2 For sailplane and equipment

An entry permission must be granted by French aviation authority DGAC for sailplanes registered under a restricted type certificate outside of the EU. Flight documentation must be conducted using IGC approved flight recorders.

This also applies to backup devices. Any type of collision avoidance equipment must be compatible with such equipment used in Europe (e.g. FLARM).

5.6.3 Number of competitors:

State the maximum number of competitors that may be entered the competition is about 100 gliders

5.6.4 Provide explanation for this number

The large dimensions of the airfield allow setting up one long grid that includes up to 100 gliders of all classes. Starting rows include 2 gliders. The take-off track is obstacle-free in both directions. For landing, all available runways may be used to the full length of the airfield.

5.6.5 Indicate how the classes will be separated for:

5.6.6 Starts

Starting points will be separated by approx. 10km for all classes. Starting times will be different for the three classes.

5.6.7 On task

There will be different tracks for each class without crossing courses.

5.6.8 Finishing and landing

The arrival will be determined by a 5 km radius arrival circle.

5.6.9 in 20m class we will only allow 1 glider per NAC

6. Costs

6.1 IGC sanction Fee

50 chf to be updated after the next plenary

6.2 Local Entry fee

The entry fee will be 1000€ per glider (for 2028) plus IGC sanction fee in forced in 2028.

The entry fee is designed to cover a variety of essential services and operational costs for each pilot, based on an estimated 100 participants and current price projections as of August 2024. The breakdown is as follows:

Operational costs of the organizer	Price (in €)
Airfield preparation and usage, grid operations, and general administrative support	550 €
Water ballast and facilities	20 €
Competition map	50 €
Costs for copies and printing materials	20 €
Weather service	20 €
Scoring	20 €
Communication system (WhatsApp, email updates, website)	25 €
Trophies and prizes	30 €
Multiple WiFi internet access points on the airfield	40 €
Equipment rental (scales, projector, sound system)	60 €
Live-tracking screen rental	20 €
Insurance costs	35 €
Welcome packages for the competitors	30 €
Opening and closing meal for the pilot, the team captain and one ground staff.	100€

We have also considered the expected rate of inflation in France over the next four years at 2% a year.(that's 8% in 4 years).

If inflation rates significantly deviate from our projections accordingly we will adjust the entry fee, if the inflation is more than 13% in 4 years the entry fee will be set to 1075€ and if the inflation is less than 3% in the next 4 years we will decrease the entry fee to 925€. (the inflation reference in France is the INSEE index)

6.3 Cost of aero tows

For the 2028 championships, we will have a fixed price for towing, regardless of the type of towplane used. The towing fee will be set at 75 € per tow up to 600 meters above mean sea level (AMSL).

This fixed price is based on current projections with a AVGAS price of 2.80€/l and an average consumption of 60l/h for the towplane.

If the the fuel price increase to 3.3€/l, we will increase the price for towing to 80€.

If the fuel price decrease to 2.3€/l, we will decrease the price for towing to 70€.

6.4 Price of car fuel per litre/gallon

As of August 2024, the fuel prices at the airfield fuel station are as follows:

- Petrol : 1.97 €/l
- Diesel: 1.90 €/l

Please note that these prices are subject to change based on market fluctuations and inflation rates as we approach the championship dates.

6.5 Accommodation

6.5.1 Hotels

Prices for hotels are between 60€ to 100€ for a single room and 70€ to 130€ for a double room.

6.5.2 Apartments

Prices for apartments (Airbnb) are between 70€ to 120€ per day for 3 to 4 guests.

6.5.3 Bed and Breakfast

Bed and breakfast prices are between 35€ to 50€ per day.

6.5.4 Camping

Campsites are available between 30€ to 70€ per day.

6.6 Catering

6.6.1 Hotels

Breakfast is typically included in hotel room rates.

6.6.2 Restaurants

Approx. 15€ to 40€ per meal.

6.6.3 Airfield

Food truck and sandwiches will be available for lunch. Prices are approximately 5€ to 15€.

6.7 Example for the expected total costs during the contest period for a pilot with 2 crew members.

Here is an example of cost for a pilot with 2 crew members:

Expected costs	Price (in €)
Entry fee	1000 €
Aerotows (12 tows x 75€)	900 €
Accommodation (AirBnb or camping) (15x60€)	900 €
Catering (sandwiches for lunch & restaurant at night) with 2 crew members	900 €
Total	3700 €

Savings can be achieved through self-catering. Additional expenses may apply if a glider needs to be rented or transported to France.

7. Glider Hiring

7.1 The availability of local gliders for hire

Hiring competition gliders is a well-established practice in France, in Europe, and there is a range of high-quality gliders available locally. The AACM, in collaboration with the French Gliding Federation (FFVP), will set an Internet exchange database between lessor and customer.

8. Glider Import

8.1 Ports or cities of entry

The closest port is LE HAVRE and is available for container delivery and is only 260km away from Coulommiers airfield and Rotterdam is 460km away.

8.2 Customs requirements

For the competition there is no custom fee for gliders coming from Europe and for the others as they are just in France for a temporary period the custom fee might be suspended.

8.3 Customs brokers

To be determined if necessary

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

The price will depend on the number of glider in each container and the distance.

9. Training

9.1 Training opportunities for teams and individuals prior to the Championships.

In 2025, the AACM organizes the French Class Club Championships. This will be an opportunity for the first pilots to familiarize themselves with the Coulommiers region.

In 2027, the association also intends to organize the French 18m and open championships and will associated it with an open competition as a training period for the world championship and will be open to more than 60 gliders.

The nearby clubs (less than 50km from Coulommiers) also organize competitions every year. Many training opportunities will be available by 2028.

10 trackers

The IGC trackers will be our first choice.

11. miscellaneous

11.1 Visa

The visa to come in France for sports competition is usually not a problem and for numerous country visa is not even mandatory.

11.2 Licence

Pilots must have a valid ICAO compliant glider licence including the starting method chosen for the competition. Depending on the country of origin, pilots without an EU license may have to transcribe their license in accordance to EU regulation 1178/2011 Annex III. Furthermore, for some countries visa regulations apply for visits to the European Union