



## **Bid**

**Name of event:** 4<sup>th</sup> FAI Pan-American Gliding Championships

**Year:** 2027

**Classes:** 18 Metre, Handicap (15m,Std)

**Submitted by:** CANADA

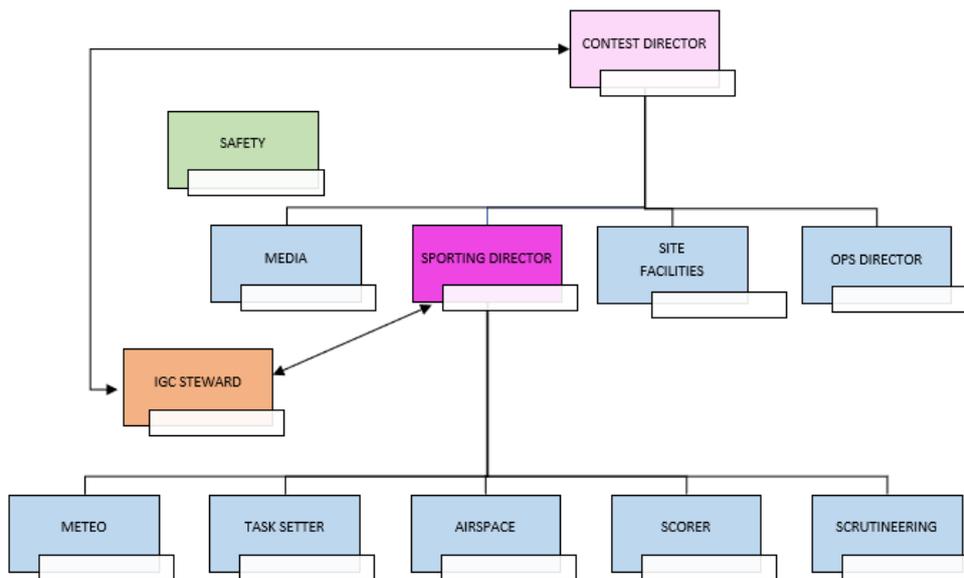
# SECTION A MANDATORY

## 1 Organisation Structure and Personnel

In order to improve the quality of contests, from 2024 we are planning to adopt a new Structure with an overall Contest Director and an IGC approved Sporting Director - subject to Plenary approval.

This new proposed organisation structure is shown below.

This is a work in progress and there may be some adjustments in the future.



- SPORTING DIRECTOR IS RESPONSIBLE FOR MANGING ALL ASPECTS OF A SPORTING NATURE EG TASK SETTING/SCORING/METEO
- CONTEST DIRECTOR AND SPORTING DIRECTOR COULD BE THE SAME PERSON
- SPORTING DIRECTOR MUST BE APPROVED BY IGC BUREAU – LIST TO BE COMPILED

Please list as many of these officials as possible. Those marked \* Must be named

Contest director \* **Ken Sorensen**

Scorer\* **Rick Sheppe**

Sporting director\* May be marked TBA but must be agreed to at least 2 years before start of contest

**Ken Sorensen**

Media

Site facilities Director Virginia Thompson in conjunction with the SOSA Board of Directors Facilities Director

OpS Director/Safety TBD

Meteo: TBD

Task setter: TBD

Airspace: TBD

## 2 Site

### 2.1 The 6<sup>th</sup> PAGC will be held at the same site as the 3<sup>rd</sup> PAGC in 2019

Sosa Gliding Club, 1144 Cooper Rd, Rockton, ON L0R 1X0, Canada

Rockton Airdrome

Transport Canada Identifier: CPT3

Elevation MSL: 846 ft / 258 m

Radio frequency: 122.725 MHz

### 2.2 N43.32 W080.18

### 2.3 Direction and distance to nearest international airport, Toronto Lester Pearson International Airport CYYZ - 55 minutes by car 79.5 km north east

### 2.4 Experience of the event team in organising championships

The Team is the same which organized the 3rd PAGC in 2019

Contest Manager: Virginia Thompson.

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

#### 2.5.1 Training Dates: Unofficial: Monday July 26<sup>th</sup>, 2027

Official: Tuesday July 27<sup>th</sup> – Thursday July 29<sup>th</sup>, 2027

#### 2.5.2 Competition Dates: July 30<sup>th</sup> – August 10<sup>th</sup> 2027

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

In 2026 Canadian Championships will be held at the same location at approximately the same time. This will provide an opportunity for pilots planning to compete in the PAGC to get to know terrain and local weather.

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

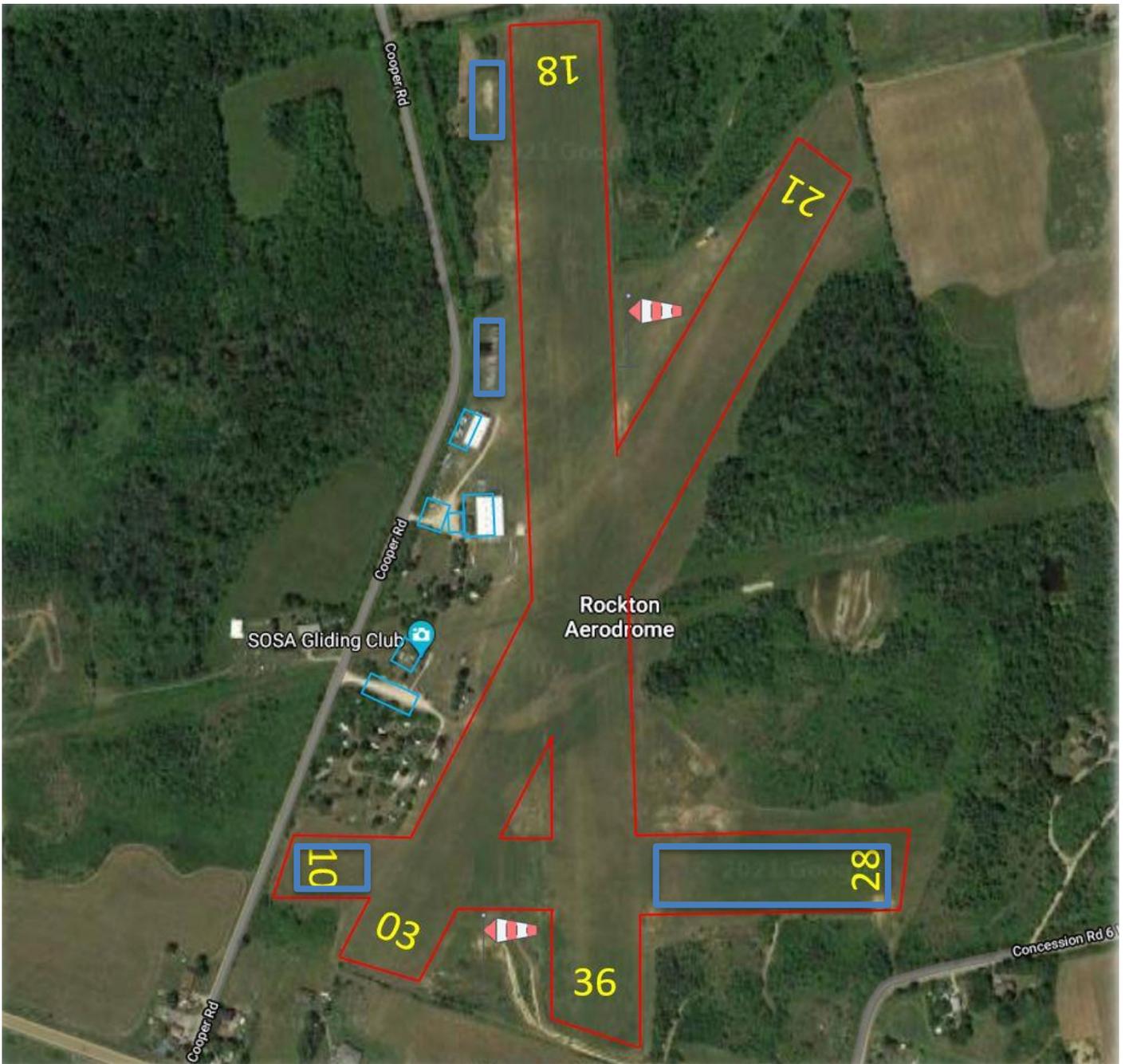
None

Earlier dates do not coordinate with club operations and historically better weather. Requested dates will not conflict with any other National or FAI recognized contests in Canada or North America as scheduled at this time.

### 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)

Surface: Grass



Runway lengths:

36/18: 950m

03/21: 915m

The eastern part and west end of runway 28/10 will be used for trailer and glider parking.

Grid and Takeoff Runway / Towplane & Relight Landing Runway

03 /36

36 /03

18/ 21

21/ 18

- 2.6.2 Ratio of Tow planes to entries (As a guide; organisers should have sufficient tugs to be able to offer all gliders in a class a launch in about 45 minutes.) NEW 2024  
Maximum 44 gliders / 4 tow planes
- 2.6.3 Meteorological facilities that will be provided: Weather briefing provided at pilots meeting each morning
- 2.6.4 Parking facilities for gliders. Most gliders with their trailers will be parked on the unused eastern part of the airport and the unused western end of this runway. Glider & trailer parking areas are marked with blue rectangles in the above airport diagram.
- 2.6.5 Repair facilities for gliders: Club hanger and workshop. XU Aviation in London Ontario for more complex repairs.
- 2.6.6 Repair facilities for radios and instruments: Club hanger and workshop and Brantford Airport, 30 minutes driving away from contest site.
- 2.6.7 Oxygen requirements and supply facilities, if required: N/A
- 2.6.8 What plans do you have to implement the FAI Environmental Code of Conduct during your event?  
  
Briefing at Mandatory Pilot's Meeting. No litter policy, recycling and composting available at airport. Regular waste-water removal from camping trailers, motorhomes and field toilets. All oil, and other chemicals are stored safely. Waste oil is being properly disposed of.  
  
For meals served at the airfield, we have reusable plates and do not use disposable paper plates. We use stainless steel cutlery, not plastic single use.  
  
A large part of the airport property is designated as wetland with flora and fauna being left in it's natural state.
- 2.6.9 What facilities will you provide to the Chief Steward (accommodation, car, meals etc) NEW 2024  
Hotels in nearby City of Cambridge, rental car, meals provided every second day at the contest, local restaurants.
- 2.6.10 What plans do you have to implement the FAI Environmental Code of Conduct during your event?  
See response to 2.6.8

## 2.7 Airfield Infrastructure

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

- 2.7.1 Briefing Room & suitable equipment: As we have done in past competitions, we will set up a tent which will serve as the briefing room in the mornings and as a gathering place for pilots and crews during the afternoon and evening. A screen and projector with sound system will be available for briefings and announcements.
- 2.7.2 Common Room(s) for the competitor
- 2.7.3 Suitable meeting Room for the International Jury and Stewards  
Onsite office and private meeting room available in main facility
- 2.7.4 Bar and or restaurant: Bar in the club house, catered meals every other evening. Onsite BBQ and kitchen facilities in club house.
- 2.7.5 Press Centre: Club member retired from National Media company to interface with local media contacts.
- 2.7.6 Communication and internet equipment: Internet and ~~WiFi~~WiFi available in club house and campground.
- 2.7.7 Post and Banking: Local Post Office and several banks available in Cambridge Ontario 15-minute drive from field.
- 2.7.8 Insurance availability: Club facilities and field insured by the host club. Health insurance for contestants, crews and managers to be provided by the participants. Gliders in the competition will be required to carry a minimum CAD \$1,000,000.00 liability insurance.
- 2.7.9 Toilets, washrooms and shower rooms: Fully equipped club house. Men's showers and toilets. Women's shower and toilet. One all gender and handicapped washroom. Many contestants will

have onsite motorhomes and campers, equipped with washroom and shower facilities. Black water disposal at regular intervals will be available. If required, we will again rent a shower trailer.

2.7.10 Car parking: large onsite parking lot

2.7.11 Emergency (including fire): All emergency services available from Cambridge and Hamilton. Local fire, ambulance and hospitals. Multiple fire extinguishers are available at the airfield. Some will be stationed at the grid.

2.7.12 Medical and First Aid: Two first aid kits and defibrillators are available at the airfield. One of each will be stationed at the grid.

2.7.13 Conference and office rooms for the OSTIV Congress, if required: N/A

2.7.14 Competition office hours: Contest manager onsite 24 hours. Contest scorer and Director onsite.

2.7.15 Social event planned during the event: Opening ceremonies, dinners every second evening, closing banquet. Casual BBQ evenings available.

2.7.16 Availability of water for ballasting: Available in tiedown areas. Water truck if required.

### **3 Accommodation and food for competitors**

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

3.1 Accommodation in the local area: Local hotels 15 minutes away. \$90.00-\$120.00 USD per night. Airbnb's

3.2 Accommodation at the airfield: Electrical hook-ups for campers and motorhomes.

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?: In addition to the toilet facilities listed in 2.7.9 there will be 5 portable toilets on the airfield, in the gridding areas and the glider parking areas. There will always be a minimum of one toilet at the grid.

3.3 Catering for competitors at the airfield: as outlined above

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

4.1 Topography in the task area

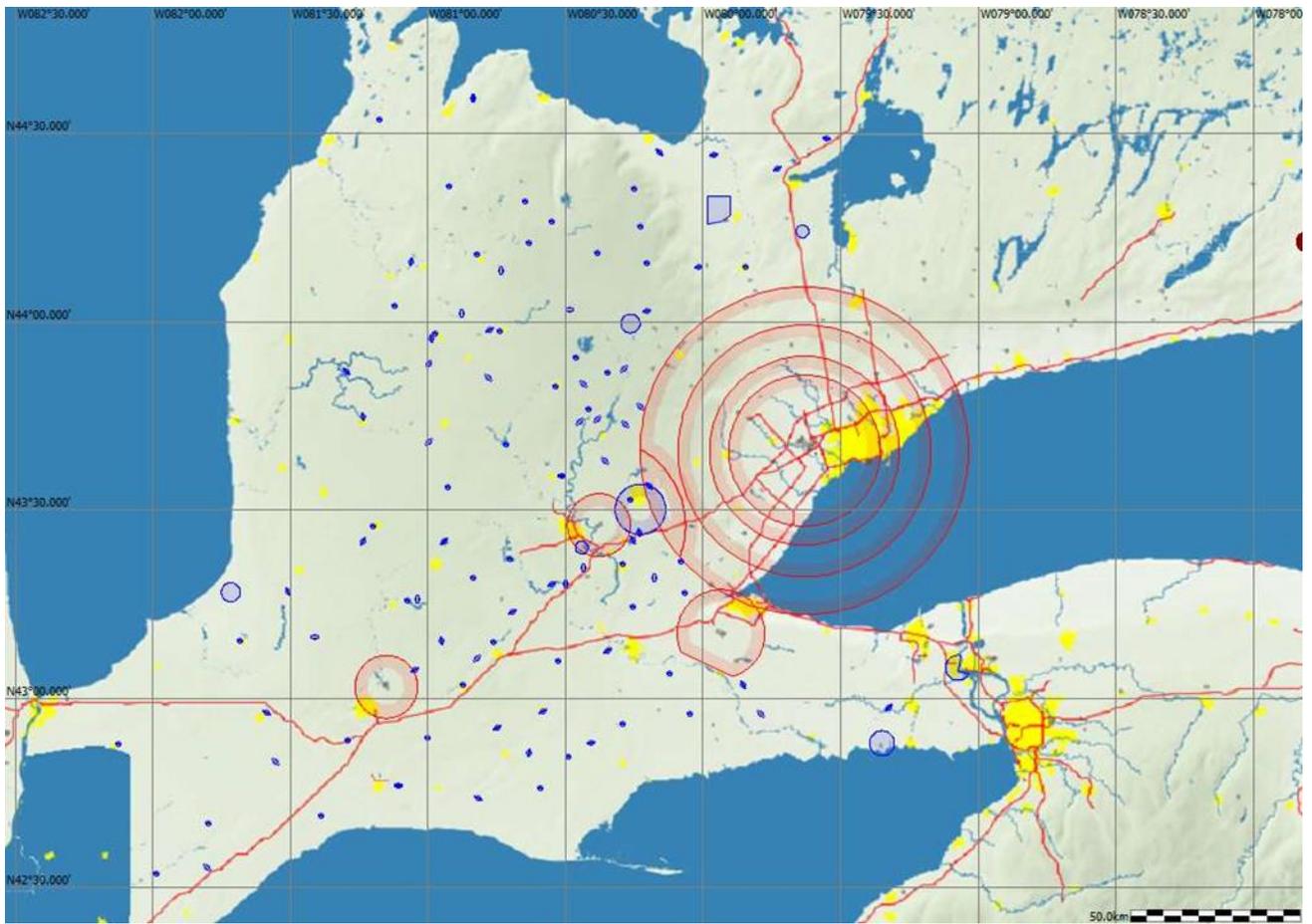
The task area is mainly level farm land which offers excellent off-field landing opportunities.

It is bordered by Lake Huron in the north and west, by Lake Erie in the south and by Toronto class C airspace in the east.

The elevation ranges from 600 ft in the SW to 1700 ft in the NE.

With NW winds, a sea breeze convergence line tends to form along the shore of Lake Erie.

In addition to the Toronto class C airspace, there are control zones at Kitchener, London (both class C) and Hamilton (class D)



#### 4.2 A comprehensive survey of meteorological conditions

The most consistent conditions are expected in late July and the first half of August. Thermal tops / cu bases are typically 4500ft – 5000ft above ground with average climb rates between 4 – 6 kts (2-3 m/s). The proximity of large bodies of water creates opportunities for convergence lines along the shore lines, where the general wind direction is off-shore, but can also suppress convection in areas with on-shore flow.





- 4.3 Restrictions in the task area: Toronto terminal area – Class C airspace and class C as well as class D control zones as per the above graphic.
- 4.4 Airspace in the task area – see 4.3
- 4.5 Typical tasks to be expected: Tasks will be set in the general area north and west/southwest of the contest site. There will be a mix of Assigned Speed Tasks and Area Tasks
- 4.6 Road and traffic conditions. Roads are generally in good condition. With exception of Highway 401 to Toronto, traffic is typically light in the areas were outlandings would occur.

## 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:
- 5.2 Starting procedures: Start Line at separate locations for each class or Cylinder Start. Since we have no experience yet with the Cylinder Start, we will decide which start method to use after some more research and in consultation with the Contest Director. The start method will be published in the Local Procedures.
- 5.3 Tasks: Mix of Assigned Speed Task, Assigned Area Task. Distance Handicap Task under consideration
- 5.4 Finish procedures: 3km finish ring centred on the airport
- 5.5 Scoring: According to Sporting Code, Annex A
- 5.6 Indicate any particular conditions or possible restrictions that may be applied:
  - 5.6.1 For pilots and crews: Pilots require a valid licence/permit of the country where the aircraft is registered.
  - 5.6.2 For sailplane and equipment:

Water ballast will be allowed in the 18 meter class and the Handicapped Class (15 Meter & Standard).

A maximum take-off mass limit will be imposed of 550 kg for 18 meter and 500 kg for the Handicapped Class (15 Meter & Standard).

Any additional weight restrictions will be determined by the Director of Championships as determined by field and flying conditions of the day.
  - 5.6.3 Number of competitors: State the maximum number of competitors that may be entered the competition: 44
  - 5.6.4 Provide explanation for this number: Capacity of field for griding, glider parking and take off. Number of tow planes available.
  - 5.6.5 Indicate how the classes will be separated for:
  - 5.6.6 Starts: If a Start Line is used, separation is by different start points for each class. Different start gate opening times for different classes.
  - 5.6.7 On task: Different turnpoints for each class for Assigned Speed Tasks. Avoid intersecting tracks as far as possible.
  - 5.6.8 Finishing and landing. 3km finish ring allows sufficient space for pilots to slow down to approach speed and enter the landing circuit.
  - 5.6.9 (In CGC only) In 20m Class please indicate if you intend to allow one or two gliders per NAC  
At this point we are not planning to have a 20m Class. However, if we do, we will allow a minimum of two 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:** CHF 1408 *(This is indexed and published. It is quoted in CHF.)*
- 6.2 Entry Fee Part b) **Local entry fee** component USD 800 if inflation is 2%, USD 850 if inflation is 5% *(see note above It is your responsibility to make a forward inflation calculation as this is a binding commitment)*
  - 6.2.1 What is included in the entry fee? *(Annex A 3.4.2)* As per Annex A 3.4.2 plus day prizes and Awards Banquet
  - 6.2.2 Additional fees, memberships etc not included in the entry fee: None from the contest organizer. Pilots are responsible for Transport Canada fees for flight permits for gliders registered as "Experimental" and for licence validation fees if required.
- 6.3 Cost of aero tows *(as per note above)* USD 60 based on a current fuel price of CAD \$2.40/liter. USD 70, if the price of fuel increases by CAD \$1 dollar per liter

## SECTION B NON-MANDATORY

- 6.4 Rental cars
- 6.5 Accommodation (as appropriate for local facilities)
- 6.6 Hotels
- 6.7 Apartments
- 6.8 Bed and Breakfast
- 6.9 Camping *(as per note above)*
- 6.10 Catering
- 6.11 Hotels
- 6.12 Restaurants

## 7 Glider Hiring (provide information on the following)

- 7.1 The availability of local gliders for hire: Club Class gliders are available for hire at the local club and in the USA
- 7.2 The costs of hire (*as per note above*)
- 7.3 Any restrictions on hire (*e.g., license requirements*) Most of the non-Canadian competitors will be from the US and will bring their own gliders and trailers. Gliders that are registered as “Experimental” require a permit from Transport Canada. In 2019 the fee for this permit was CAD \$100.  
Participants from Latin America who rent either Canadian or US gliders will need their licences endorsed and require a language proficiency test for their radio licences. We will facilitate as we did in 2019

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

- 8.1 Ports or cities of entry: Montreal, Toronto
- 8.2 Customs requirements: Taking gliders & trailers as personal property across the land border with the US requires no special customs clearance.
- 8.3 Customs brokers: We have contacts with customs brokers.
- 8.4 Estimated costs and fees, including cost of transport of containers: In 2019 none of our Latin American competitors shipped gliders. They all rented local gliders.

## 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)  
Outlined in 2.5.3

## 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 1<sup>st</sup> preference.

## 11 Miscellaneous

11.1 **Visa** Provide relevant information

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

**Agreement of NAC to this bid**

Document to be stamped and dated by NAC on this page



Aero Club of Canada

Dec 30, 2024

Alyson Barlow  
Secretary General

## Agreement of officials (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.....