



## 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.*

#### **Applicant:**

**Name: Federação Brasileira de Voo em Planadores – FBVP  
Brazilian Gliding Federation**

**Date of Application:** 22th November 2022

**Organising Gliding Club or other organisation:  
Federação Brasileira de Voo em Planadores – FBVP  
Brazilian Gliding Federation**

**Name and address of National Aero Club: Comitê Aerodesportivo do Brasil - CAB**

**Proposed Competition Director:** Sergio Bassi is currently working as a gliding instructor at Clube de Voo a Vela CVV-CTA. Active Competition Glider pilot for more than 40 years. Alternate IGC Delegate for Brazil. Active member of the Sporting Commission of FBVP.

**Proposed Organisation of the event:** We are willing to organize the event and have already created an organizing committee, with members both from the organizing club and from the Brazilian Gliding Federation.

The organizing club has hosted our National Championships in 2010, 2013 and 2020 in the same site proposed for the 4th Panamerican. In 2022 the 4<sup>th</sup> FAI Pan American would happen there, but was cancelled.

**Airfield: Luís Eduardo Magalhães - LEM**

**Contact person (for the applicant):**

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Phone Number: +5512997188607

**1. Event and Year**

**1.1 Name of Competition 6<sup>th</sup> FAI Pan American Gliding Championships in the Standard Monotype (SZD 48-1 e 48-3, Jantar) and 15 m handicapped Class.**

**1.2 Year of event: 2025**

**2. Site**

**2.1 Name of the airfield SWNB**  
**Airfield orientation 10/28**  
**Length 2000 x 30 m**

**2.1.1 Coordinates 12 4 6S/045 42 41W**

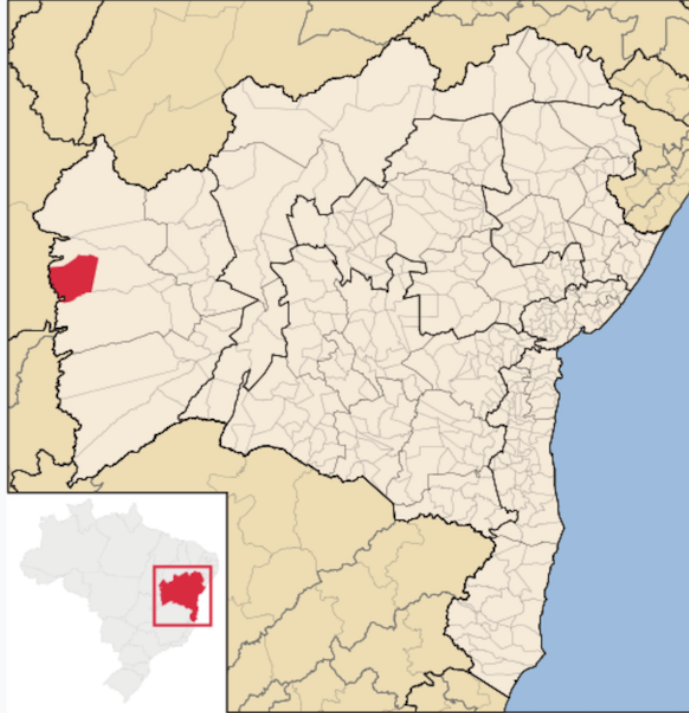
**2.1.2 Direction and distance to nearest town, population of this town**

**Luís Eduardo Magalhães (LEM)** is a municipality in the western part of the State of Bahia, Brazil. The town's main business is agriculture, and it is known as the Brazilian capital of agribusiness. The city is located in the heart of a rapidly growing agribusiness region and as a result it is the fastest growing city in Brazil. Luís Eduardo Magalhães has limits with the municipalities of Barreiras (100 km or 62 miles), and with the State of Tocantins. It is located at a distance of 470 km (340 miles) from Brasília (DF), 947 km (or 588 miles) from Salvador, 1,282 km (797 miles) from São Paulo. In the year of 2021 it had a population of 92671 inhabitants, in an area of 4,245 km<sup>2</sup>. <https://luiseduardomagalhaes.ba.gov.br>

## City of Luís Eduardo Magalhães

Nickname(s): *The Capital of Agribusiness*

Motto(s): *Citizen Development*



Location of Luís Eduardo Magalhães

<b>Country</b>	Brazil
<b>Region</b>	Northeast
<b>State</b>	Bahia

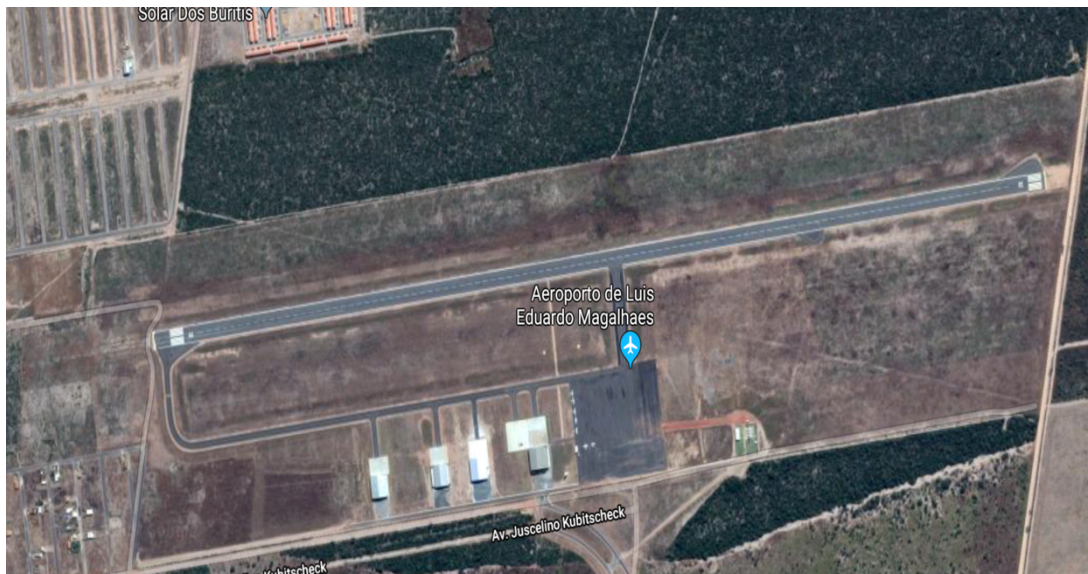


View down Luís Eduardo Magalhães - LEM town centre

### 2.1.3 Experience of airfield staff in organising championships

In the year 2010, 2013, 2020 and 2022, the 53<sup>th</sup>, 56<sup>th</sup>, 63<sup>th</sup> and 64<sup>th</sup> Brazilian Gliding Championships – Central West and National, were held at the venue in a period of 15 days, and has confirmed that local conditions are exceptional for gliding. Some competitors who have flown on the scene report that it may be one of the best places in the world for soaring.

The Organizing committee will include people with experience running National Gliding Championships.



*Grid 2013 – National Championship in LEM*

## 2.2 Proposed period for the event

### 2.2.1 Training Dates

Tue 02<sup>th</sup> to 05<sup>th</sup> September 2025. Practice period during the prior week.

### 2.2.2 Competition Dates

Opening Ceremony: Saturday, September 6<sup>th</sup>, 8pm local time  
Competition: Sunday, September 07<sup>th</sup> - Friday, September 19<sup>th</sup>, 2025  
Closing Ceremony: Saturday, September 20<sup>th</sup>, 2025

### 2.2.3 Alternate dates for training

In order to stay in the timeframe for promising favourable meteorological conditions, the competition can start one week earlier or later. This allows an early and a late scenario:

Tue 26<sup>th</sup> August to 29<sup>th</sup> August 2025. Practice period during the prior week (early scenario).

**Or**

Tue 8<sup>th</sup> to 12<sup>th</sup> September 2025. Practice period during the prior week (late scenario).

### 2.2.4 Alternate dates for competition

#### **Early scenario:**

Opening Ceremony: Saturday, August 30<sup>th</sup>, 8pm local time  
Competition: Sunday, August 31<sup>st</sup> - Friday, September 12, 2025  
Closing Ceremony: Saturday, September 13<sup>th</sup>, 2025

#### **Late scenario:**

Opening Ceremony: Saturday, September 13<sup>th</sup>, 8pm local time  
Competition: Sunday, September 14<sup>th</sup> - Friday, September 26<sup>th</sup>, 2025  
Closing Ceremony: Saturday, September 27<sup>th</sup>, 2025

## 2.3. Airfield operating data

### 2.3.1 Surface of airfield, number and directions of runways (provide diagram and photograph)

An overview of the one runway, the taxiways as well as aerial pictures can be found in Annex A. The runway has an orientation of 10/28, in accordance to the main wind direction. The Surface is concrete.

### 2.3.2 Number of towplanes that will be employed

We generally calculate 1 towplane/every 5-6 gliders. (Towing to 600m AGL, the turnaround time is 10-12 minutes on the average tow plane)



### 2.3.3 Meteorological facilities that will be provided

A meteorologist with extensive experience in gliding competitions will permanently be on-site in order to provide daily and if needed ad-hoc meteo information. High-speed internet access is available at the airfield, ensuring all necessary access to public and non-public meteorological information.

### 2.3.4 Parking facilities for gliders

A convenient tie-down area is available (as on the diagrams) with water access for the ballasted gliders.

### 2.3.5 Repair facilities for gliders

The nearby town of Barreiras has an established maintenance facility. It has a full workshop and spray booth and an engineer dedicated to first class service. This facility may be available for urgent repairs during the competition.

### 2.3.6 Repair facilities for radios and instruments

Not available.

### 2.3.7 Oxygen requirements and supply facilities, if required

Oxygen will not be required.

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

The Brazilian Gliding Federation (FBVP) through their Contest Authorities compromises to follow the directives stated by the FAI in compliance with every norm and regulations related with the FAI Environmental Code of Conduct for Gliding, during the event.

We have two main environmental issues that can be improved with appropriate planning:

**Noise:** The noise of the tow planes can disturb the surrounding villages. We have adopted a tow pattern for the different performing-tow planes in order to avoid flying above inhabited areas, while keeping the turnaround time minimal. Reducing noise pollution is our high priority. Tow pilots are briefed and monitored.

**Waste:** We would like to reduce the use of bottled water as much as possible, (as our tap water is perfect for drinking) reusable water containers will be encouraged. The separate collection of plastic water bottles will be also our priority, with proper waste management (lid off - compression). We would also like to avoid plastic food and drink containers at the buffet, and to use reusable plates/glasses instead.

Separate collection of waste (plastic/paper/metal/batteries, and others) will be also applied.

## 2.4 Airfield Infrastructure

#### 2.4.1 Briefing Room

We will use a suitably sized hangar for the briefings, with a large screen projector, an appropriate PA system. Sufficient number of tables/chairs and good WIFI connection will allow this room to be used for other daily activities, meetings and lectures.

#### 2.4.2 Common Room(s) for the competitors

Briefing room is same as above.

#### 2.4.3 Meeting Room for the International Jury

Separate air conditioned room will be provided, with Internet connection, displays and basic office equipment.

#### 2.4.4 Press Centre

A press centre will be established at the airfield.

#### 2.4.5 Communication and internet equipment

The airfield is equipped with a high-speed internet access. WiFi is available across the camping ground and the apron. The access code will be made available to the participants of the competition. In addition, there is high-speed internet access available through all major Brazilian mobile network operators.

#### 2.4.6 Post and Banking

Post and Banking facilities are available in LEM city centre, about 8 km from the airfield.

#### 2.4.7 Insurance availability

We will promote a insurance broker (experienced in aviation) through the Bulletins and our Web-page. (3rd party liability for the glider and health Insurance for each team members will be mandatory).

#### 2.4.8 Toilets, wash rooms and shower rooms

Appropriate number of Shower and Toilet containers will be placed on the site, adapting to the total number of participants. A 3rd party company will be responsible for the cleaning and sanitizing. Additional facilities will be provided during the competition. There will be separate toilets and showers for women and men.

#### 2.4.9 Car parking

Extensive parking lots for the competitors and their teams are available on the spacious camping ground. During gliding operations, the cars can temporarily be parked close to the grid. An additional parking lot for visitors is available next to the tower building, close to the apron.

#### 2.4.10 Emergency (including fire)

The city of LEM provides a fire brigade and a regional police centre. A rescue plan exists, ensuring fast reaction times. In addition, a rescue car is available at the airfield.

#### 2.4.11 Medical and First Aid

A hospital is located 8km of the airfield. A rescue ambulance is available on demand. In addition, there are several practicing doctors located in LEM.

#### 2.4.12 Conference and office rooms for the OSTIV Congress, if required

The OSTIV congress can be held in a conference room in Hotel within the nearby town of LEM.

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

#### 3.1 Accommodation facilities available in the local area

There are several hotels, houses and apartments for rent located within LEM.

#### 3.2 Camping facilities at the airfield

The camping ground will be available nearby the airfield.

#### 3.3 Catering for competitors at the airfield

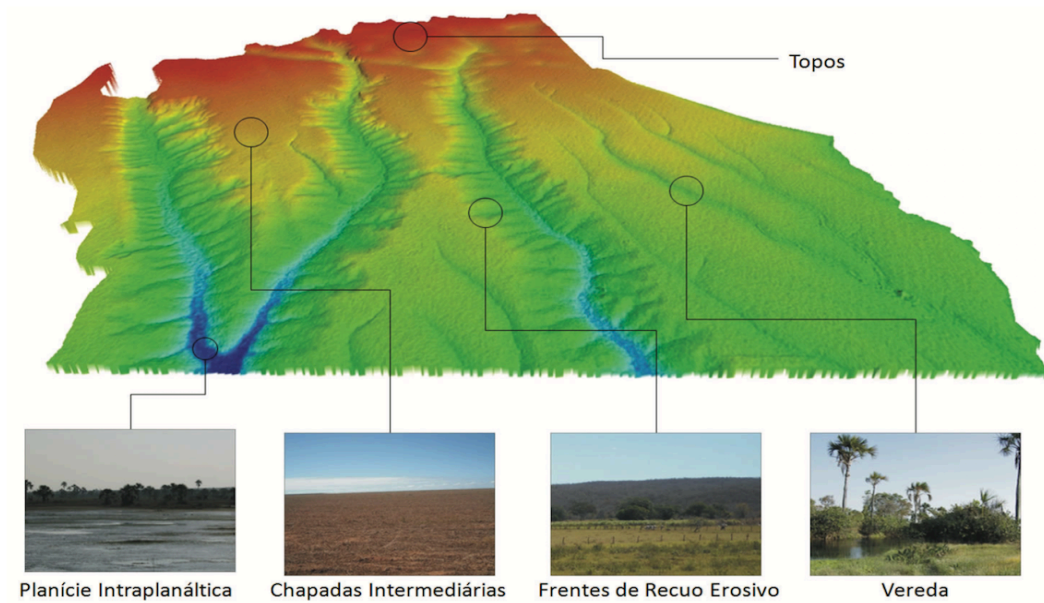
We would like to have a 3rd party catering company providing catering on the site. Generally this works well, and the catering company provides the catering area and staff. In addition, huge numbers of local restaurants are available in the city offering various types of cuisine from traditional Brazilian Food. For self-catering, there are a couple of supermarkets available in LEM, within 10 minutes driving distance.

### 4. **Competition area**

#### 4.1 Topography in the contest area

The predominant topography of the region are those predominant in the Chapadão Central, which occupies its greatest extent, and the Chapadão Patamares, located in the region of the valley. The most characteristic feature of this region is the flat surface that composes tops and ramps carved by valleys that contain the permanent drainage as a function of the annual rainfall indices.





#### 4.2 A comprehensive survey of meteorological conditions

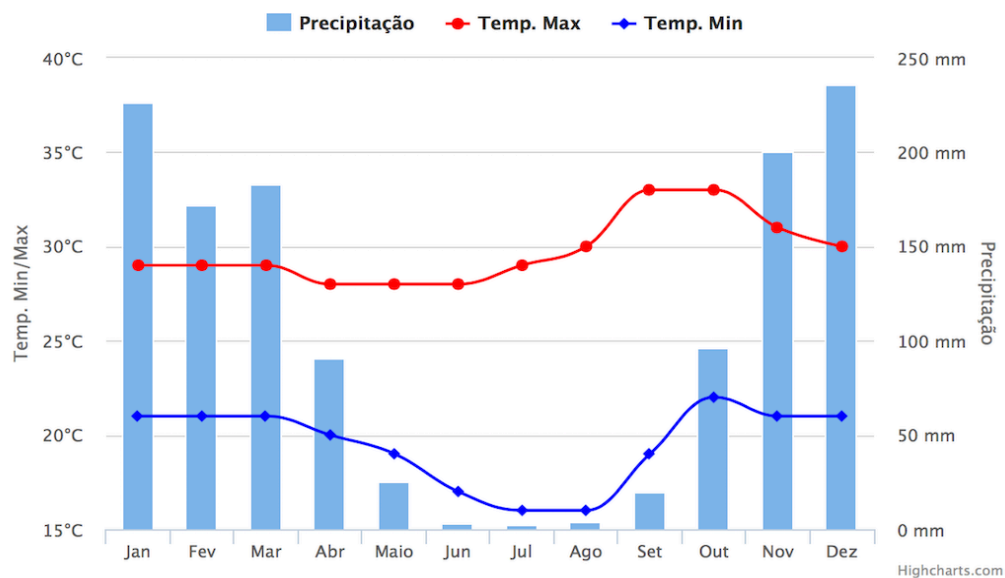
The climate is Tropical of Altitude. The rainfall pattern is the same as that of the tropical climate. The summer rains are more intense due to the action of the Atlantic tropical mass.

**Average temp:** 22 °C (71.6 °F).

**Rainfall:** 700 to 2.000 mm (27.55 to 78,74 in).

**Rainy Season:** October - April.

**Air Humidity:** Annual: 70%. December: 80%. August: 50%.



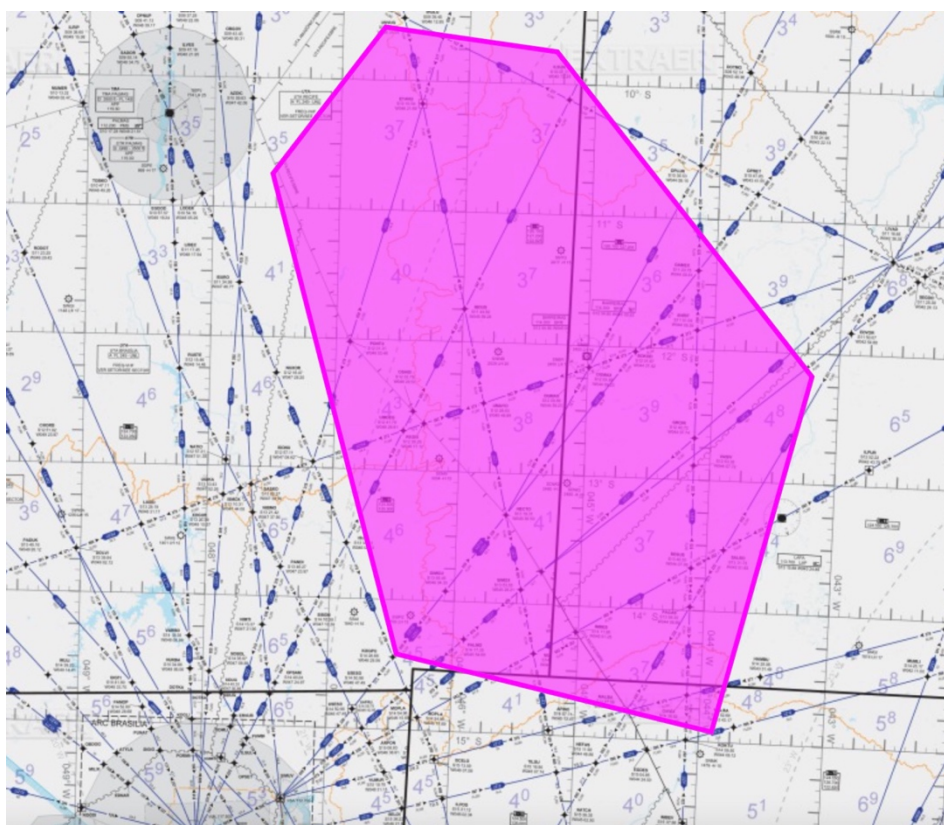
■ Rainfall , ■ Maximum Temperature and ■ Minimum Temperatura in LEM

	Janeiro	Fevereiro	Março	Abril	Maió	Junho	Julho	Agosto	Setembro	Outubro	Novembro	Dezembro
Temperatura média (°C)	24.1	24	24.2	24.2	23.7	23.1	23.4	24.9	25.8	25.2	24.4	24
Temperatura mínima (°C)	18.7	18.7	18.8	18.4	17.3	16.2	16.3	17.6	19	19.2	18.9	18.4
Temperatura máxima (°C)	29.5	29.4	29.6	30	30.1	30	30.6	32.3	32.7	31.3	29.9	29.6
Temperatura média (°F)	75.4	75.2	75.6	75.6	74.7	73.6	74.1	76.8	78.4	77.4	75.9	75.2
Temperatura mínima (°F)	65.7	65.7	65.8	65.1	63.1	61.2	61.3	63.7	66.2	66.6	66.0	65.1
Temperatura máxima (°F)	85.1	84.9	85.3	86.0	86.2	86.0	87.1	90.1	90.9	88.3	85.8	85.3
Chuva (mm)	202	258	233	130	20	1	1	1	41	102	263	259

### *Average Temperature in LEM*

#### 4.3 Airspace restrictions in the contest area

The contest area is free from airspace restrictions. The contest area of the 4<sup>th</sup> FAI Pan-American Gliding Championship was 240 miles of distance.



#### 4.4 Typical tasks to be expected

Typical task lengths for a competition are in the range between 300 and 600km. On a good day, competitors may expect 500 or 750 km tasks to be set around LEM, both Racing tasks and AAT.

#### 4.5 Road and traffic conditions

Roads are excellent with only a small number of unsealed roads. Traffic is minimal.

### 5. **Rules (atualizar)**

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

##### 5.1.1 Starting procedures

Separate starting points will be used for different classes. Separation of start sectors is intended to be at least 10km.

##### 5.1.2 Tasks

The varied terrain and reliable weather provides opportunities for a range of tasks. Typical tasks flown in recent competitions range from 250km to 600km, both Racing tasks and AAT. Appropriate tasks, avoiding conflicting traffic

##### 5.1.3 Finish procedures

Same checkpoint for both classes will be used, also same landing procedures will be applied. However we are very careful not to have conflicting traffic at the checkpoint. (Different classes have to arrive from roughly the same direction.)

Local OGN Receiver (Flarm "Radar" antenna) will be used to support local traffic information service with expected arrival traffic information.

##### 5.1.4 Scoring

We will use the 1000 point scoring system. SeeYou competition is the scoring software intended to be used on the competition. Results will be published as soon as available both on the soaringspot portal and on the (local) website of the competition.

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

##### 5.2.1 For pilots and crews: none

##### 5.2.2 For sailplane and equipment: none

#### 5.3 Number of competitors:

##### 5.3.1 State the maximum number of competitors that may be entered the competition

15 Glider per Class, 30 Gliders. This number can be increased slightly according to the Director decision.

3 Pilots per Country and per Class + Last Champions + 3 Overseas invited pilots per Class.

#### 5.3.1.1 Provide explanation for this number

There are not many Countries in South America with gliding activity, on the other side, this is a number which is consistent with the Qty. of Gliders available in Brazil for both proposed classes.

#### 5.3.2 Indicate how the classes will be separated for:

##### 5.3.2.1 Starts

Starting points will be separated by >10km for all classes. Starting times will be different for all classes.

##### 5.3.2.2 On task

There will be different tracks for each class.

##### 5.3.2.3 Finishing and landing

Finish directions will be aligned through appropriate control points with finish procedure to encourage direct landing.

#### **6. Costs** *(Provide details of the following costs in Euros or USD. For the Entry Fee and the Aero Tow Costs .*

*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 Cost., For example you could say 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.*

*After this bid is accepted no further increases to Entry or Tow costs will be approved.*

#### 6.1 Entry fee \$ 750 USD per glider

##### 6.1.1 Services included in the entry fee

The entry fee covers the operational costs of the organizer, such as facilities, airfield preparation and usage, grid operations, turnpoints database, transfer & availability of towplanes, water ballast facilities, meteo service, tasks and results, scoring, communication system (SMS or equivalent), trophies and prizes, media and press, Multiple WiFi internet access points on the airfield.

##### 6.1.2 Cost of aero tows \$ 75 USD (600 m release altitude)

#### 6.2 Price of car fuel per litre/gallon

Petrol (ROZ95): USD \$ 1.15/litre  
Diesel: USD \$1.30/litre  
AVGAS 100LL: USD \$ 2.30/litre

#### 6.3 Rental cars

Car rental fees depend on the type of car. Average daily fees start around USD

\$ 50 per day. Larger cars equipped for airfield usage (tow hook) cost around USD \$ 100 per day.

#### 6.4 Accommodation

6.4.1 Hotels: 40-50\$ USD (single room), 50-70\$ USD (double room)

6.4.2 Apartments: from 204 USD per day (2-4 persons)

6.4.3 Bed and Breakfast: 30-40\$ USD per day

6.4.4 Camping: To be determined

#### 6.5 Catering

6.5.1 Hotels: Breakfast is included in typical hotel room rates.

6.5.2 Restaurants: Approx. 15\$ USD per meal.

6.5.3 Airfield: 20\$ USD per day, including breakfast, lunch and dinner

#### 6.6 Provide an indicative example for the expected total costs during the contest period for a pilot with 2 crew members

Entry fee: 750\$ USD

Aerotows: 900\$ USD (12 tows x 75\$ USD)

Accommodation: 2,400\$ USD (B&B 40\$ USD per day, 3 persons, 20 days)

Catering: 1,800\$ USD (3 persons, 20 days, 20\$ USD per day)

Car rental: 2,000\$ USD (100\$ USD/car, 20 days)

**Sum: 7850\$ USD**

### 7. Glider Hiring

#### 7.1 The availability of local gliders for hire

Hiring competition gliders isn't common in Brazil, hence therefore a variety of gliders isn't available. The FBVP will assist in brokering glider hires as needed. We will designate a spot for "gliders for hire" on the web-page of the competition, and also assist pilots in need for rentals.

#### 7.2 The costs of hire

To be determined.

#### 7.3 Any restrictions on hire

To be determined.

### 8. Glider Import

#### 8.1 Ports or cities of entry

To be determined.

#### 8.2 Customs requirements

To be determined.

#### 8.3 Customs brokers

To be determined.

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

To be determined.

### **9. Training**

#### 9.1 Provide details of any proposed training opportunities for teams and individuals prior to the Championships.

Every year the FBVP organize competitions in LEM. In 2024, an international gliding competition held jointly with the Brazilian National Championship will be organized at LEM. The training competition will be held according to Annex A rules and the local procedures as for the 2025 6th Pan-american. Besides that, individual competitors may familiarize themselves with the region and the airfield during glider camps that will be organised in the years 2023 and 2024 at this airfield.

There will be one week official training prior the competition. The training is for registered pilots only (registration must be complete before the first training day to fly on any of the training days).