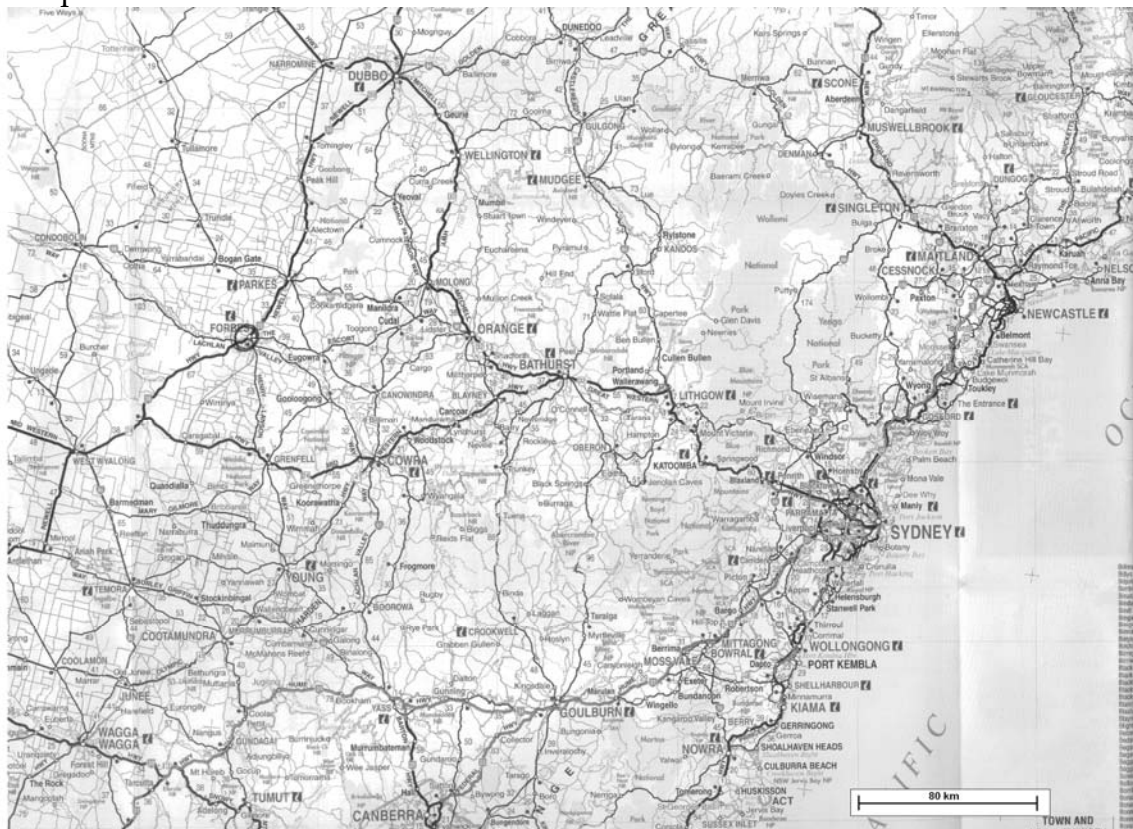


## **Annex A to Bid Presentation**

Statement by Organiser: Prior to submitting this bid we, the organisers, have considered the Checklist for Competition Organisers in Section 7 and provide the following information in support of our bid:

- Dates of the championship and practice event:  
Practice event: 26<sup>th</sup> January 2010 – 7<sup>th</sup> February 2010  
World Championships: 26<sup>th</sup> January 2011 – 9<sup>th</sup> February 2011
  
- Site:  
We will utilise the facilities of the Forbes Airport for towing which is large enough for 150 pilots in all wind directions and is located 8 kms from the town centre.  
The Airport GPS co-ordinates are S 33.36026 W 147 93228
  
- Facilities at site:  
We will supply marquee shade and seating with food and cold drinks available for sale and provided by the Aero club.  
There will be 4 Porta Loo toilets located in proximity of the launch area and as well we do have the use of the Aero club within 500 m away for air conditioned comfort when necessary.
  
- Task Flying area:  
The type of terrain is flatlands, and there are no prohibited landing areas. The area is mainly wheat agriculture which has been harvested in late November/December which makes the land perfect for landing fields in January/February. The road system is excellent and sealed with no traffic problems.  
The height is 240 m (800 ft) AMSL.
  
- Airspace:  
The airspace around Forbes is free with one limitation around take off in that you cannot cross the airport tarmac runway below 1500ft (460m) above ground. The height of the airport is 240m (800ft) ASL.
  
- Airspace and Other Restrictions:  
The only restriction in Australia is the maximum height of 3300 m (10,000 ft) ASL

- Radio:  
The use of 2 metre radio is allowed provided you have a ham radio users licence. Australian UHF can be used without a licence on channels 1 – 40.
- Mobile/Cell Phone Coverage:  
The area utilizes a recently installed and very good Next G network
- Weather:  
Forbes offers some of the best flying in the world with consistent weather. Towing normally begins at 12:50 pm for the first start at 2:10 pm. Maximum wind speed for task flying is 40 kph (25 mph)
- Meteorology:  
We will utilize such websites as: <http://ozreport.com/ozweather.php>, NSW RASP <http://blipmap.walsys.net/UNI/univiewer.html> (hourly forecasts, which have proven to be very accurate) and XC Skies for the local area, <http://www.xcskies.com/cgi-bin/map/xcgmap.cgi> with GFS data. Local weather station data will be updated each morning.
- Maps of task area:



Forbes is located 300 kms west from Sydney.  
The task area would be a 250 km radius of Forbes.

- Rescue/Medical Services:

We will have 1 ambulance with 2 paramedics on site at the airport during towing operations. Forbes hospital is 9 kms from the Airport and has a helipad. The response time of a helicopter from Orange Base hospital is 25-30 minutes. The helicopter is manned with a Trauma Doctor and Advanced Paramedic.

- Details of any vaccinations recommended for competitors:

There are no vaccinations recommended for travel to Australia with the exception of visitors travelling from “an infected area”

- Details of visa required for visitors from FAI member nations:

Visas are required to visit Australia with the exception of visitors travelling from the UK, USA, Canada and Japan.

- Details of customs arrangements:

Customs will be notified of the temporary importation of participants' gliders and equipment. Sydney, Brisbane and Melbourne will be notified as main entry points into Australia.

- Event Headquarters:

The event headquarters will be located within the Van Den Berg Hotel in the town centre. The hotel provides excellent facilities with the air conditioned function room to be used as our briefing room and wireless internet access available for competitors. It is also a great meeting place for pilots after the day's task with food and beverages available until late.

- Director and key officials:

Competition Organiser: Vicki Cain: I have organised 4 successful Forbes Flatlands competitions over the past 10 years, I enjoy the role and it shows throughout the entire competition process.

Meet Director: Bruce Wynne: Bruce has been a top 10 Australian competition pilot for many years. He has managed his own software design company for the past 10 years and has all the negotiating and collaboration skills the position demands. He possesses the expertise necessary to be a World class meet director.

Safety Director: Len Paton: Len is a Forbes local and has been a member of the Australian team a number of times.

Chief Launch Marshal: Lee Patterson: Lee has been our Chief Launch Marshal at the Forbes Flatlands Competitions for the past 2 years. He is also currently one of Australia's top instructors.

Chief Goal Marshal: Rob Van Der Klooster: Rob has been our Chief Goal Marshal at the past 4 Forbes Flatlands Competitions. He has a mountain of experience as a hang glider pilot, and has been flying since the early 70's.

Meteorologist: Len Paton & Davis Straub:

- Finance and sponsorship:

The budget is attached. I do expect to receive financial support from the Forbes Community, The New South Wales Hang Gliding Association, The Hang Gliding Federation of Australia and a variety of smaller local sponsors.

- Local facilities:

There is a wide variety of accommodation available in Forbes from camping, onsite vans, and villas to hotel and motel. Car hire is best sourced within the major capital cities. Forbes has 2 large supermarkets and 1 department store. All facilities are within the Forbes town and a 2 km radius of the Headquarters.

- Retrieves:

Retrieve vehicles, radios and mobile phones are to be provided by the competitors.

- Insurance:

It is mandatory for all competitors to become a member of the Hang Gliding Federation of Australia; this can be achieved by either a full term or 'Short Term Membership' basis. The membership entitles the member to \$10,000,000 worth of 3<sup>rd</sup> party liability insurance cover for loss and personal injury. The cost of the 'Short Term Membership' is currently a\$100 but I am negotiating with the HGFA to cover these costs on behalf of the pilots.

Every member of the competitions organization will also be required to have membership to the HGFA.

- Entry Fee:

The entry and towing fee inclusive will be a\$1500 and includes unlimited towing for the practice and competition days. Opening Ceremony party and Closing Ceremony Dinner.

- FAI Entry Rule:

No FAI member will be refused entry.

- Early arrivals:

It will be possible to tow/fly 1 day before the official practice day.

- Guest pilots:

Guest pilots will be allowed to tow 1 hour after the entire competition field has launched and started. They are not in any way allowed to help any participant that would alter the outcome of the competition.

- Championship information:

We will have a dedicated website with all information about the championship including online registration and payment facility.

- Statement of compliance:

The competition intends to adhere to the FAI Code of conduct for Air Sports & the environment.

- Liaison with police, military, public services:

We will liaise with the local police, hospital, fire brigade and ambulance services for the duration of the competition.

Date: 19<sup>th</sup> December, 2008

Signed:

*Vicki Levi*