



PARAGLIDING 2007 WORLD CHAMPIONSHIPS MANILLA - AUSTRALIA CANDIDATE

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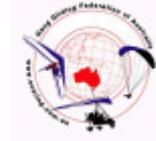
Manilla 2007 World Paragliding Championship

27th Feb – 10th March 2007

Manilla, New South Wales, Australia



Manilla Sky Sailors Inc
Hang Gliding and Paragliding Club
Affiliated with the HGFA
Incorporated in NSW



**Hang Gliding
Federation of
Australia**



**Australian Sport Aviation
Confederation Inc.**



PARAGLIDING 2007 WORLD CHAMPIONSHIPS MANILLA- AUSTRALIA



Mt Borah West Launch



Flatlands as seen from Mt Borah West launch

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1. Why Manilla 2007 ?....

Since 1994, Manilla has developed an international reputation for successful annual paragliding competitions that almost NO OTHER location can realistically compare to !

Lets look briefly at a summary of the facts :

- 14 FAI Cat 2 level International Paragliding Events over 10 years at the same location, including 5x Australian Opens and 2x New Zealand Nationals. Since 1994 the competitions have had FULL fields (120-150) with waiting lists.
- One of the most experienced organisation teams in the world led by Godfrey Wenness, which has conducted 14 International events at the same location since 1994.
- The main organisation team is made up of highly experienced cross country pilot and Instructors with over 15,000 hours of flying experience between them !
- 96 tasks out of 112 possible days – gives an average of 12 out of 14 days for the past 10 years. No other site can match that !
- Tasks up to 161 kms have been set and achieved (a FAI record for a comp. task goal).
- Mt Borah is the launch site for multiple record flights, inc. Open Distance World Record in 1998 (Godfrey Wenness, 335kms), 25kms FAI Speed triangle in 2001 and many national records including Declared Goal of 245kms.
- Twice (1999 & 2003) held highly successful 2 week (15 days of competition) double events with 140+ pilots as a test for the World Championships.
- Over 9000 competitor task flights and only 2 pilot injuries (fractured wrist and bruised back) in 14 events !
- Mt Borah has 4 large competition tested (150 pilots) launches for nearly every wind direction, with large set up areas, massive safe landing areas below and a network of roads all around for excellent quick access to all parts.
- Flying region is a mixture of flatlands and low hills – much safer than any alpin region.
- Intensive care Ambulance on site. Medivac Helicopter stationed 12 minutes flying time away. District hospital in Manilla (11kms), Regional Hospital in Tamworth (55kms).
- Australia is a modern, safe and secure country with all services and facilities available.



- English is the national spoken language.
- The cost of accommodation, food and other expenses in Manilla, Australia is less than 1/2 that of Europe (!), making it more affordable for all pilots and especially those of less wealthy nations to attend.

2. Proposed Dates

- **FAI Cat 2 “Manilla PG Open – Worlds Test Event” March 2006 (8 days)**

Practise Day : Friday 3rd
Competition Days : Sat 4th – Sat 11th
Presentation Night : Sat 11th

- **FAI Cat 1 Paragliding Worlds – Manilla – February / March 2007 (14 days)**

Practise Days : Friday 23rd and Saturday 24th Feb.
Opening Ceremony: 6pm - 8pm, Sat 24th Feb.
Competition Days : Sunday 25th Feb – Sat 10th March *.
Presentation Night : Friday 9th March

* Compulsory rest day after 6 consecutive flying days except on the last day.

3. Mt Borah, the Famous Flying Site.

3.1 History

“Borah” is an aboriginal name meaning a place for special meetings – a very appropriate name for the location of a World Championship event ! The local aboriginals were known to have been testing their boomerangs and spears from the high launch site for many thousands of years before white man arrived in the early 1990's to fly with new sophisticated machines ! Since 1999 there have been annual International paragliding events (14) and Hang Gliding State Championships (14) held at the site.

In 1994 Godfrey Wenness purchased 90% of the Mt Borah site and, along with the Manilla Sk Sailability Club, has made major facility improvements over the years. This included expanding the 4 launch areas to a world class standard and over 16kms of internal access road works.



Panorama of West Launch



3.2 Location

Mt Borah is located at 30°30'45" S 150°36'22"E, 12kms NW of Manilla town and 340kms NNW of Sydney, NSW, Australia.

3.3 Record Flights

- FAI World Record Paragliding Open Distance, 1998-2002: 335kms
- World Paragliding BiPlace/Tandem Longest Distance, 2000-2003: 223km
- Australian Paragliding Declared Goal Record, 2003 – : 245 kms
- FAI World Record Paragliding Speed 50km triangle, 2002-
- FAI Paragliding Competition Task Goal set and achieved, 2002- : 161kms

Plus 1000's of personal best XC distances for pilots from around the world !

3.4 Description

Mt Borah is 890mASL and essentially a lightly sloping plateau on a narrow ridge known as the Baldwin Ranges, which rise between 300-500m above the flat wide farming valleys of the Manilla and Namoi Rivers below. There are no actual cliff areas at Mt Borah though there are some steep sections of hill side below some of the launches.

The 4 large launch areas (west, south, east and north) are just a few minutes walk apart (the north is 10 minutes from the others). The areas are currently part natural grass and part artificial grass. During 2005 all the launches will be 100% covered with artificial grass making them the largest of this type in the world in one location. (each launch will be covered by approx 100m x 50m artificial grass).

The launches have catered for up to 150 pilots in past events. There are large areas for car parking (250+ cars !) and for gliders (150+) to set up behind each launch.

The large landing/bomb out areas are directly below each launch and free of obstacles.

There are no power lines or buildings within 4kms radius of Mt Borah and the region generally has few such features making it extremely safe to fly cross country everywhere.

3.5 Road Access

Access from Manilla is via 12kms of part sealed and part gravel road to the East Landing area. The road to the top of Mt Borah is currently high ground clearance 2WD standard. It is being upgraded to normal 2WD standard in 2005 and will handle mini buses of up to 25 seats. Four wheel drives are only necessary for quick pilot bomb out retrieves from the West Landing area via the West Road (though 2WD cars can use the Saddle and East road – its 5mins longer).

The mountain has a road network providing access to all launches, up/down both east and west sides of the ridge, and a connection road between the east and west side which crosses a low saddle or col. **The road network is a critically important safety feature of Mt Borah.**



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The time from Manilla HQ to the top of Mt Borah is approximately 20 minutes (15kms).

- **Road Access Times :**

Manilla Comp HQ - East Landing area (12 kms) : 10 mins
East Landing – Borah Top (2WD 3 kms) : 10 mins
West Landing – Borah Top (4WD 2kms) : 15 mins
West Landing – East Landing via Saddle (2WD 4kms) : 10 mins



3.6 Air Access

Mt Borah has large flat areas for helicopter landings next to each launch and a 350m UL runway is being constructed on top ! There is also UL airport with 3 runways (450m) on the east side of the valley.

3.7 Other Mt Borah Facilities

Toilets : Previous events have used portable toilet facilities catering for 150 pilots and up to 20 spectators and assistants. A new permanent toilet block will be built in 2005.

Food : A portable hill top café and other food outlets will be present daily as in past events to serve the pilots, assistants and spectators.

Briefing area : A dedicated pilot briefing area **under a shade sail** will be established on top between the W, E and S launches. A portable briefing area is used for the North launch.

Organisation, Team leaders and VIP tent : This will be located near the briefing area to provide shade and office facilities on site with internet connection !

Childrens/mothers area & tent : A special tent will be established to provide a safe and shaded area for mothers with children.

Communications Tower : There is a 50m high private tower on Mt Borah with a radio repeater that has a range of up to 250kms !

Weather Station : A weather station is situated on the radio tower providing live radio activated reports as required.

Wireless Internet Access on Mt Borah : Pilots, Team Leaders, Media and visitors will be able to use high speed broadband wireless internet on Mt Borah ! This will also enable live webcasts of the launch phase of the event to the world via web cams.



Panorama of the east launch



4. Manilla, the Air Sports Capital !

4.1 Background Information

Manilla is a well serviced town (370mASL) at the junction of the Manilla and Namoi Rivers with a population of 3000. It has a fully featured shopping centre with wide streets and ample parking. It provides banks, ATM's, hotel/pubs, restaurants and sporting facilities (playing fields: tennis, squash, golf, bowls, Olympic swimming pool). The area also boasts 2 massive lakes nearby for swimming, fishing, kite surfing, water skiing etc and some beautiful pristine national parks. The Lake Keepit Gliding Club and the Manilla SkyRanch (for UL's) are also open daily.

Tamworth is the nearby large regional city with every service available including cinema's, a professional and trade products & services and major sporting facilities. Tamworth has all major national, and 2 local, **car hire** companies present with a variety of types available including cars, station wagons, 4WD's and mini-buses.

4.2 Location

Manilla is located 12kms SE of Mt Borah. It is 45kms (25mins) by road north of the major regional centre Tamworth (which has the nearest airport). Sydney is 455kms (5hrs) by motor highway from Manilla.

4.3 Access

Roads : Manilla has a main highway accessing Tamworth/Sydney to the south and Brisbane to the north.

Trains : There is a daily CountryLink train service from Sydney to Manilla (7hrs) and Greyhound buses stop 2x daily at Tamworth on the Sydney-Brisbane route. A local bus service runs in the mornings and evenings between Manilla and Tamworth (45mins).

Airlines : Tamworth has a major regional airport and currently has 6 daily return QANTAS-Lir turbo-prop commuter services to/from Sydney (50mins). There are also 3 daily return flights to Brisbane (1hr).

Taxis : Manilla and Tamworth have an efficient taxi service.

4.4 Important Facilities

Manilla has a district hospital (24hrs), doctors surgery, ambulance station, rescue service station, and police station.

An internet café with broadband connection is in the main street, as is a satellite office of the Tamworth Regional Council.



4.5 Accomodation

There is a variety of accommodation in Manilla to suit all budgets and tastes except 4 star and above. The higher end 4 and 5 star accommodation is readily available in nearby Tamworth for those requiring such services.

In Summary :

50	Motel beds 3 star @ A\$55 per room p/n (up to 4 persons)
110	Hotel (Pub) style beds @ A\$20 per person p/n
86	B&B beds @ \$30 per person p/n
61	Cabins and onsite vans beds @ A\$15 per person p/n
105	Powered camp sites @ A\$6 per person p/n
12+	Rental houses with 1-4 bedrooms from A\$100 per house p/n

Nearby Tamworth has Hotel/Motel and B&B accommodation for up to 3500 persons !

The average cost of a Hotel/Pub/Cabin style bed is A\$15-20 per night per person which is around only Euro 8- 10 ! That's ONLY 30-40% of the cost in Europe !

Prices are current as at Dec 2004. (A\$1 = Euro 0.55 and US\$ 0.75)

5. The Organisation Team

Background :

The Manilla Paragliding Competitions organisation team has been together for many years and has successfully held 14 international level competitions at Mt Borah. The main team consists of highly experienced, mature local pilots who have all been involved with organising and operating events in the past. An important feature is that the team **can multi-function** each others tasks in the case of sickness or absence of other team members.

Key Event Organiser :

Roles : Overall Event organiser, Specialist Advisor to Competition Director, Chief Meteorologist, Chief Task Setter/Advisor.

Mr Godfrey Wenness (b1967)

An internationally recognised paraglider pilot with 6000hrs+ flying experience (4000hrs+ in the Manilla area !) since 1988.



Experience :

- Organiser, director, meteo advisor and task setter of 14 FAI cat 2 International level Paragliding competitions at Mt Borah since 1994
- HGFA Chief Flying Instructor, Instructor Examiner & National Safety and Operation Committee member (Paragliding)



- Manilla SkySailors Club Senior Safety Officer and Operations Manager
- Owner of Mt Borah and operator of local flying school.
- 6000hrs+ paragliding experience (4000hrs in Manilla area)
- FAI World record holder Open Distance 1998-2002 : 335kms
- World Record Longest Paragliding Tandem Distance 2000-2003 : 223kms
- Australian National Record Paragliding Declared Goal 2003- : 245kms
- FAI Paragliding Competition Task Goal Record 2002 : 161kms.
- Australian Sports Medal (ASM) 2000.
- Inaugural Australian National Cross Country League Champion 2001 & 2002
- Australian National Team Member 1998-
- Attended Paragliding Cat 1 and Cat 2 events around the world since 1997
- Languages : English, German and some Japanese.

Competition Director :

Role : Competition Director, Task Director and Assistant to Launch Director.

Mr J.J Bastion (b 1963)

- A local paraglider pilot with 2100hrs flying experience since 1993
- Secretary and Treasurer of Manilla SkySailors Club
- Top 10 Australian National competition Ladder since 1997
- Previously acted as Assistant Meet Director, Scoring and IT officer for 14 events.
- Retired Sergeant of the Royal Australian Air Force
- Language : English



Launch Director :

Role : Launch Director, Launch Team co-ordinator and Assistant to Competition Director.

Mr Brian Shepherd (b1955)

- A local paraglider pilot since 1992 with over 1200 hours experience
- Manilla SkySailors Club President since 1997
- Competition & Launch Director for annual Manilla Paragliding competitions since 1994.
- IT assistant for annual Manilla Paragliding competitions since 1999



GPS and Information Technology (IT) :

Role : Operate pilot GPS check in system and other IT related areas.

Mr Bob Smith (b1953)

- A local paraglider pilot and Instructor since 1997 with over 2200hrs flying experience
- Safety Officer of Manilla SkySailors Club
- Top 10 Australian National competition Ladder since 1999
- Retired Telecom technician
- Official Scorer for annual Manilla Paragliding competitions since 1998.





Goal Director and Competition Financial Supervisor :

Role : Co-ordinate Goal team and Control Event Finances

Ms Nardeen Hayden (b1971)

- Goal Marshall for annual Manilla Paragliding competitions since 2001
- Outdoor Education Instructor
- Certified Accountant & eyes better than a Hawk !



Logistics Director :

Roles : Co-ordinate team for transport, communications and facilities establishment and operations.

Mr Andrew Kemp (b1968)

- A paraglider pilot since 2002
- Australian Joint Military Forces Logistics Co-ordination Officer.

Secretary :

Roles : Organisation secretary and assistant to Competition Organiser and Director

Miss Suzi Smith (b1980)

- A local Paraglider pilot and Instructor since 1998 with 450hrs flying experience
- Best Australian Female Paraglider Pilot – Australian PG Open 2001
- Secretary of annual Manilla Paragliding competitions since 1999

Emergency Medical Team Co-ordinator :

Roles : Co-ordinate all aspects of emergency medical services

Miss Aideen Savage (b1975)

- Paraglider pilot since 2002
- Flight Lieutenant & Officer in Charge RAAF #2 Air Transportable Health Squadron
- Clinical Nurse Specialist and Consultant
- Aero-medical Evacuation Officer RAAF
- Certified Remote Area First Aid Training Specialist

Other Organisational Positions :

- **PR, Marketing and Media** : Scope Media Unlimited P/L (Ms Alison David – speak English, German and Italian) & Tamworth Regional Tourism Office.
- **Jury and Stewards** : To be Advised by FAI/CIVL



- **Opening Ceremony and Airshow director** :Matt Morton (RAAF 26 squadron Operations Supervisor) in conjunction with Andrew Kemp (Comp Logistics Director)
- **HQ Office Assistants** : To be announced
- **Launch team** : To be announced
- **Goal Team** : To be announced



Goal Officials keeping an eye on the sky.

6. Local Authority Liaison Committee

Previous events have always ensured proper communication between local authorities and the event organisation. In particular an annual “**Emergency Group**” meeting is held with the chief of Police, Fire Brigade, Ambulance, Rescue Squad, Helicopter Rescue Team, Hospital and Local Council.

For the 2007 event, a workshop and a series of status meetings for the “Emergency Group” will be formalised and held rather than just one prior to the event as has been the case in the past.

There will also be a committee formed for the smooth conduct of the Opening Ceremony and other events consisting of those noted above and also Royal Australian Air Force (who are performing an airshow), local groups such as the Horse Club (street parade), Pipe Band (marching music), Schools, Sporting Clubs, Charity Groups, Churches, Local Aboriginal Council and more.

7. Airspace

The Manilla cross country flying region is in Class G airspace up to 12,500 feet. Above this is Class E. There is a 16km radius CTA around Tamworth regional airport with a Class C step-down approach to the south of that.

In the past 10 years of competition tasks there have not been any issues with airspace, as the weather setting and local conditions mean that it is rare to need to fly towards Tamworth (NW wind is pre-frontal in this region and not usually flyable for paragliders).

It is also rare in March to have cloud bases above 12,500 feet so the Class E airspace is not entered. The limit in Australia for Paragliding and Hang Gliding is however 10,000 feet and approval will be sought to increase this to 15,000 feet for the event. In the past this has been granted by the authorities for such special circumstances.

As is usual for an airsports event, a NOTAM is issued for the duration.



8. Weather

Manilla's reputation for excellent and safe flying weather is known around the world by competition and free flying pilots alike. Over 12,000 pilots have visited and flown in Manilla since 1992 ! Competitions have been held in Manilla annually for the past 10 years – 14 International level Paragliding and 14 State Hang Gliding (since 1992). The XC season runs for 9 months from September to May.

The late summer time of year is generally dry and March has only 1 rain day on average from historical weather data kept in Manilla. The average rainfall for the whole month of March is just 35mm ! No other European alpine flying location can claim this !

The average temperature range is 29C by day, down to 13C at night.

Typical flying conditions for the early March competition period see Window Open between 12.00 – 2.00pm, cloud bases 2500-3500mASL, climbs can vary greatly between 2-8m/s, and tasks 60-160kms. It is worth noting that the flying region is generally flatlands and wide valley between 150-350mASL with minor ridges and plateaus up to 900mASL in some areas.

9. Communications

9.1 Radio

Australia has a free citizens band (CB) radio service operating on UHF 477Mhz with 40 channels at 25kHz spacing. There are a number of radio repeater stations spread throughout the countryside. There is also a new service permitted in the 430Mhz band using the LPD radio that are common in some European countries now.

The Organisation has available some private licensed UHF channels and a private UHF repeater (on Mt Borah) which it will use for secure internal communications.

All official communications to pilots will be on the public UHF 477Mhz band channels. In the past a 2meter/144Mhz courtesy frequency has been used for pilots who don't have UHF radio. This will be used in the 2007 Worlds event as well, however on the commercial band between 148-152 Mhz. A commercial frequency will be especially licensed for the duration of the event as in Australia only licensed amateur radio operators are permitted to use the 2m/144Mhz band.

9.2 Mobile Phone

The Manilla XC flying region has excellent mobile phone coverage using the CDMA system. There is over 95% coverage in the region out to 250kms from Mt Borah in typical task directions. The entire Organisation team will be using this system for perfect communications.

The GSM (European) system has limited coverage (<5%) and is not recommended. We are negotiating the supply of 200 CDMA phones for the event, for teams to hire at discounted rate (or even free if the sponsorship request is approved). It is anticipated that ALL pilots and team will use a CDMA phone.



10. Rescue and Medical Services

Manilla has a fully equipped district level Hospital, Ambulance and Rescue service Tamworth has a major regional hospital where serious trauma cases are delivered via helicopter. There is a national specialist spinal injury ward in Newcastle Hospital approx 30min flying time from Tamworth where all serious cases that need operations are transferred to by aero-ambulance.

During the competition (and practise days) an **Intensive Care Ambulance** with all required equipment will be **on site** at Mt Borah. The local Tamworth based Westpac rescue helicopter a turbine Bell 407 - will be on stand by as always.

The flight time from the Tamworth helicopter base to Mt Borah is 12mins. The helicopter is night VFR approved, has all medical equipment, is equipped with a winch, and has 2x highly trained Paramedic's and a rescue operator on board.

If the Tamworth based unit is unavailable due to being on call to another critical job in the region then there are 2 other alternative fully equipped rescue medivac helicopters available nearby a twin turbine Bell 412 and Bell 407 at Newcastle with 1hr flying time, and a high speed twin turbine Dauphin at Lismore, 1.5hrs flying time to Mt Borah. These are also used in Search and Rescue cases.

All of the XC flying regions' towns have Ambulance services and hospital facilities so that any accidents occurring on course away from Manilla can be attended to with minimal delay. In the entire 10 year, 14 event history of competitions in Manilla there has only been 1 accident on course – a female pilot turning sharp to avoid a fence on landing and bruising her back !

11. Meteorological Info and Briefings

The flatlands style Manilla region does not suffer from the dangerous fast changing conditions that effects alpine or mountain areas. Weather predictions are relatively accurate and reliable. Data is obtained from local observations (including the weather station on Mt Borah) and a daily 9am balloon at Moree which provides a full atmospheric sounding.

The competition organiser and local pilot, Godfrey Wenness, is the most experienced weather analyst and pilot in the region and will provide the weather forecast service during the event.

In the past 14 competitions, tasks have been set and goals achieved in 90% of cases – a amazing statistic which no other event/location can claim. A combination of over 5000hrs of daily XC flying experience in the region over 12years, an intimate local knowledge and accurate atmospheric data (not computer models) makes for event weather information and task setting that is of the highest standard.



12. Tasks

Over 14 events experience has given the Manilla paragliding competitions one of the most respected international records in relation to competition task setting and safety.

Tasks are expertly adapted to suit daily conditions and vary between Elapsed Time Race to Goal styles to Race tasks with distances between 60-160kms. It is anticipated that with a strong pilot field some longer tasks (eg 200kms) will be attempted if conditions permit.

Start methods depend on launch and air conditions and are used to ensure safety and fairness. The types used successfully in the past have been standard Race starts as well as individual elapsed time and multiple start gates with a last start time (a unique to Manilla version).

With the excellent availability of close by multiple wind direction launches at Mt Borah, pilots are allowed to launch from any side – this **promotes safety** and reduces dangerous Xwin launching. The briefings are held in between the main launches (W, S, E).

All competition tasks flown from Mt Borah will allow the pilots to **re-fly** in the event of a bomb out within a defined area. The launch open windows are kept long to allow these pilots to try again however in elapsed time tasks there is a “last task start time” noted stop late pilots achieving fast times in changing conditions, ie: that is re-flyers can launch late but their start time is that of the last published time. (Local rules subject to CIVL PG Sub-Committee approval).

With extensive local knowledge accurate decisions can be made as to the potential for bad weather occurring during the task. In past events with 96 tasks, one task has been cancelled and only 1 task has been “stopped” early – and this potential was very well known to pilots at the task briefing.

In conjunction with an expert understanding of local conditions the tasks are set so that the days sporting potential is always maximised but balanced with pilot safety and security.



Pilot Briefing 2002 Event



Pilot Briefing 2002 Event



13. Pilot Numbers and Event Duration

The previous experience has shown that all Mt Borah launches can easily handle 150 pilots during a competition event.

Apart from the annual 8 day events, there have already been 2x 15 day FAI Cat 2 test event held at Mt Borah (Australian PG Open and New Zealand Nationals) in 1999 and 2002 to simulate the duration of a 2 week long Cat 1 PG Worlds Championships. The Mt Borah site Manilla town facilities and competition organisation proved to be well worthy of the task.

With such success so far, the pilot field will be allowed up to the FAI/CIVL imposed 150 pilot limit (though our experience suggests the Mt Borah site can easily handle 180-200 competition pilots).

By timing the Closing Ceremony to occur on the last night, the event will be held for the **full 11 days** with **13 days of competition flying** and not just 12 days as many other events have been in the past - an important factor to note with regard to the **value of the entry fee** !

14. Local Regulations

The successful conduct of 14 events in the past has resulted in a special set of Local Regulations being developed which perfectly matches the local situation. These **promote safety and fairness** in the competition. It is interesting to note that many of these Manilla developed local rules have been adopted worldwide as a best practise standard !

All local adapted rules will be presented to the CIVL PG Sub-Committee in 2006 for assessment and approval.

In addition to the local rules any other local rules from Section 7 will be implemented where they match or better the Manilla ones.

15. Insurance

The organisation has, via its national federation, the HGFA, public liability event insurance of A\$10million (Euro 5.5million)

Pilots need to have documentary evidence of 3rd party liability insurance of A\$10million as required by aviation law in Australia. If no policy is available, the HGFA offers short term policies for A\$55 for 2 months which will be available for purchase at the time of final registration confirmation beforehand.



16. Event HQ

The headquarters for the event will be at the Manilla Town Hall Complex which consists of large halls in the main street of town. It has been used for all paragliding and hang gliding events in the past

The main air-conditioned one which can seat 200 persons will be used for :

- Organisation office
- Team leader briefing room
- Pilot Check-In/GPS download
- Large 1:10,000 scale regional XC flying map
- Jury and Stewards office/meeting room

The 2nd larger hall next door will house :

- media centre
- Internet access area – wireless and desktop
- manufacturers expo stands
- movies and entertainment area
- pilot lounge area
- meeting hall for persons with videos and photo's to display/project.

17. Marketing and Media Program

A Marketing and Media program will be implemented by a contracted specialist in the field who has worked with the Manilla PG Events in the past. This program will be assisted by Tamworth Regional Tourism office and will cover such areas as :

- Press Releases – all media, Domestic and International
- Media liaison
- Interviews
- Video, photo and audio captures, processing and distribution

A professional film company has already been secured to produce a 40 minute TV sport program for distribution to networks at no charge to the organisation.

18. Web Site

Previous events have had a web presence for Information, registration, news and results on the Manilla SkySailors Club web site : www.mss.org.au . For the 2007 Worlds event a special web site will be established with an exclusive web address : www.Manilla2007.com. It will feature :

- Initial information, regulations, registration, complete schedule (day/night events)
- Daily and Final results, News and media information with photo's
- Live web-cam broadcast daily of launching from Mt Borah



19. Pilot requirements

19.1 Competition Entry Requirements

The entry is limited to pilots that meet the FAI category 1 event standard as published in the CIVL regulations. Pilots also need 3rd party insurance as detailed in section 15.

19.2 Australian Entry Visa Requirements

Persons wishing to enter Australia generally require a Visa issued from the Australian mission in their home country. There are some exceptions such as New Zealand, U.K, Japan and US who have reciprocal arrangements with Australia. The event organisation is experienced at issuing event invitations for countries that require such proof to obtain a visa.

19.3 Vaccinations etc

There are no known vaccinations required or recommended to enter Australia.

20. Early Arrival

Teams and pilots will receive a warm welcome if they arrive early for additional practise flying. Because virtually the entire organisation team lives locally and are all experienced cross country and competition pilots, teams are assured of expert advice and guidance at all times.

21. Entry fee's

21.1 Background

The experience of the Key Organiser in attending dozens of Cat 1 and Cat 2 competitions over the past 10 years and also conducting 14 Cat 2 events at the Mt Borah site has shown that there is great wastage of resources – time and money, in providing unwanted/unused pilot transport and food services.

The Paragliding World Championships – Manilla 2007, will be the first Category 1 competition to identify that this wastage does actually occur, and reduce it to zero, thereby saving all team significant money.

The provision of the, until now, mandatory pilot transport services and the pilot lunch packets is seen as the #1 source of uneconomical services being provided. We have noted this in our pre- Bid document of February 2004.



21.2 Transport

It has been noted by surveys at various events using buses for transport, that <50% of pilots use the official transport services for travel to the launch site and retrieve after the flight. Yet the organisation must have in place such services for 100% of the field. Clearly this is a waste of money and an area where savings for the teams can be made.

Teams electing to take the **Transport Discount** will be able to put the savings made of **Eur 110 per pilot**, towards hiring their own mini-van or cars and thus have much greater flexibility than relying on the organisations transport. We estimate that >80% of teams will elect to organise their own transport for the 2007 Manilla PG Worlds given the discount being offered. All previous events held in Manilla have seen all pilots formed into teams and provide their own transport with great efficiency and effect.

The positives include not only the mentioned economic benefit and greater flexibility but also pilots arrive home sooner and more refreshed etc. This is especially important with the typical long one direction task format that Manilla uses. Having smaller groups arriving at HQ also reduces any possible GPS download waiting times that are common when 50 pilots arrive once in a bus.

21.3 Food Packets

The surveys also show that <30% of pilots actually consume the whole of the lunch pack, an only 60% actually consume a small part of it (a piece of fruit or chocolate bar for example). This means that 70% of pilots either don't consume or only partially consume their food pack. A high % of pilots have special food requirements, diet, or pre-flight habits which don't suit the type of food normally being provided. Clearly this is a waste of money and food where savings can also be made!

Teams electing to take the **Food Packet Discount** will be able to put the savings made of **Eur 40 per pilot** directly into their budget for the competition to spend on food and other items that their members actually require. Based on discussions with team leaders and pilots at previous events we estimate that nearly 100% of teams will opt for the discount !

In order to further reduce wastage, teams wishing to take the pilot food option will be given Food Vouchers that are redeemable in the morning BEFORE flying from any one of a number of food outlets in Manilla or at Mt Borah. Thus pilots can select what they want individually sandwiches, fruit, drinks etc. rather than being given a packet which usually does not cater for all tastes.

21.4 Entry Fee Structure

The entry fee structure will provide discounts for teams who elect not to need the services noted in the justification discussion above. This existence of these discounted rates gives all teams greater budget flexibility and positively assists smaller nations and teams who are generally self funding.



• **Option 1 : Full Entry Fee of Euro 550 per pilot will provide :**

- Full 13 days of World Championship Competition flying plus 2 practise days.
- Full transport service – to/from Mt Borah, Bomb Out Re-Fly, and XC retrieves up to goals at 200kms along main roads !
- Self Select Lunch Voucher for each flying day
- Road Maps with Latitude and Longitude
- Competitor and glider ID materials
- Pilot souvenir T-shirt
- Pilot welcome pack
- Opening Ceremony, dinner/drinks, Airshow and entertainment
- Mid competition BBQ and entertainment
- Closing Ceremony, dinner, drinks and entertainment.
- Alternative activities for non-flying days
- Full GPS download and list of turnpoints and goals.
- Internet Zone at HQ plus Wireless 802.11 b/g Internet zone for laptops covering the town centre area and Mt Borah.
- CDMA mobile phones (free or discounted subject to sponsoring)
- One CIVL Steward and one CIVL Jury Representative *
- Highly experienced expert organisation team
- Monthly NEWS emails to all teams/pilots leading up to the event
- Intensive care Ambulance and Rescue teams on site

• **Option 2 : Transport and Food Discounted Entry fee of Euro 400 per pilot :**

Will provide ALL of the full entry services (including Bomb-out re-fly transport) EXCEPT retrieval transport services and food vouchers. This is the option that in our estimation **80%** of teams will take.

• **Option 3 : Transport only discounted entry fee of Euro 450 per pilot :**

Will provide all of the full entry services (including Bomb Out Re-fly Transport) EXCEPT Manilla to Borah and XC retrieve transport service.

• **Option 4 : Food Packet only discounted entry fee of Euro 510 per pilot :**

Will provide all of the full entry services EXCEPT self select food vouchers.

• **Team Leader Fee : Euro 200**

Will provide all services except Transport and Pilot Food vouchers.

• **Team Assistants : Euro 100**

Will provide :

- Opening Ceremony and dinner/drinks
- Mid competition BBQ and entertainment



- Closing Ceremony, dinner, drinks and entertainment.
- Full GPS download and list of turnpoints and goals.
- Internet zone at HQ + Wireless 802.11b/g system for laptops covering centre of town

*** IMPORTANT NOTE REGARDING CIVL STEWARDS AND JURY :**

The entry fee calculations are based on 1 CIVL Steward and 1 CIVL Jury representative member attending the competition as is the case for the Hang Gliding Worlds in Hay, Australia in January 2005.

If the CIVL Plenary meeting in Feb 2005 requires more representatives, then the ENTRY FEE will unfortunately need to INCREASE by Euro 20 per person per additional member needed.

Given the long standing 10 year history of successful FAI cat 2 annual events held in Manilla using the same expert organisation team and the same proven location, we would **serious question the need** for additional outside administrators to be present at the event over an above the 1+1 noted in above.

We also wish to distance ourselves from any relationship with the Hay 2005 HG event. Any issues arising from that event should NOT reflect on our organisational ability or record, which stands on its own. The Hay 2005 HG event has not been organised **9 years in advance** like ours, and already has problems even before the start.

The Manilla FAI Cat 2 Events have NEVER had any problems or issues in any area of organisation, operation or otherwise.

Manilla should not therefore be compared to any other previous FAI Cat 1 competitions where some fundamental issues were of concern – **we have a long history of successful events at the same location using an excellent and tested formula that works every year.**

We can see the need for a full CIVL team at events which have limited experience – Manilla is NOT one of them.



Morning briefing at HQ with 140 pilots



Getting ready on the east launch



22. Budget

The event budget is based on the following :

- 13 days of Competition flying and 2 practise days
- A\$ = Euro 0.55
- 80% of teams will opt for the Transport and Food discount
- Possible sponsorship of CDMA mobile phones for pilots has not been included.
- Manilla Paragliding Competitions already has in place many key items of event infrastructure and office items collected over the previous 14 events.

Paragliding World Championships - Manilla 2007

Draft Budget

Revenue		A\$
T-shirt Sales		\$3,000.00
NSW Tourism - Regional Events Program		\$10,000.00
Sponsors and Advertisers (projected)		\$10,000.00
Tamworth Regional Council		\$5,000.00
Entry Fee's (A\$ = Euro 0.55)		
120 @ Euro 400	Euro 48,000	\$87,200.00
30 @ Euro 550	Euro 16,500	\$30,000.00
25 @ Euro 200	Euro 5,000	\$9,100.00
25 @ Euro 100	Euro 2500	\$4500.00
	<u>Total</u>	<u>\$158,800.00</u>
<u>Expenditure</u>		
Staff		\$35,000.00
Infrastructure (HQ, Launch, Goals)		\$30,000.00
HQ Hire		FREE
Pilot Packs		FREE
T-Shirts		\$6,900.00
Promotional Products		\$5,000.00
Marketing/Media		\$8,000.00
VIP Guests expenses		\$2,000.00
Office Expenses		\$6,000.00
Transport		\$7,000.00
Pilot Transport (20% use)		\$10,000.00
Food Vouchers (20% use)		\$2,100.00
Ceremonies and Entertainment		\$12,000.00
Ambulance		\$4,200.00
Trophies etc		\$12,000.00
CIVL Stewards/Jury (1+1, 50% sponsored)		\$6,000.00
FAI Sanction Fee (CHF 10,000 = A\$)		\$11,700.00
Westpac Rescue Helicopter Donation		\$500.00
	<u>Total</u>	<u>\$158,800.00</u>



PARAGLIDING 2007 WORLD CHAMPIONSHIPS MANILLA - AUSTRALIA

23. Conclusion

- The annual international Manilla Paragliding competitions held at Mt Borah are already **well established** event on the world scene.
- The previous 14 FAI Cat 2 events have provided an **excellent track record** of task flown, full pilot entry fields, no valid protests, safety second to none, and a facility that has proved itself each year to be **one of the best and safest available**.
- Long waiting lists to enter each event and a growing collection of **commendations from attending pilots** serve to prove Manilla's continuing and growing popularity, an suitability to large events.
- The highly experienced local organisation team led by Godfrey Wenness has been conducting past FAI Cat 2 events with a view to holding the FAI Category 1 event. **In fact, the planning to host the 2007 event began in 1999 and active world-wide promotion to pilots started in 2002 !**
- The successful conduct of the 2x 2 week test events in 1999 and 2003 has shown that the team is ready for the task of holding one of the best ever Paragliding World Championships that the sport has seen.
- **Between 1991 and 2005 ONLY 2 out of the 8 Paragliding World Championships have been (will be) held outside Europe !** The World Championships should be for the World and not just Europe, who already have their own Cat 1 event every 2 years.
- Manilla is more than ready to host the 2007 event and welcomes a positive outcome from the voting process.

FAI Paragliding WORLD Championships – Manilla, Australia, 2007

“ Get High, Fly Far ”



Eagle Statue (2.5m span) with Mt Borah at sunset



“Come on down and fly Mt Borah”



Annexure 'A'

HANG GLIDING FEDERATION OF AUSTRALIA

National Office P.O. Box 157 Hallidays Point NSW 2430 Austral

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General Manager
PO Box 258
Helensburgh
PH 0417 766 356
general.manager@hgfa.asn.au

23 December 2004

FAI Hang Gliding and Paragliding Commission - CIVL
Mr Olivier Burghelle - President

RE: Paragliding World Championships 2007 – Manilla - bid

Dear Mr Burghelle,

The Hang Gliding Federation of Australia (HGFA), with recommendation from the Australian Sports Aviation Confederation Inc. (ASAC) has the pleasure of supporting an official bid to host the 2007 FAI Paragliding Category 1 World Championships in Manilla, NSW

We believe that Australia can present to the world a high calibre event at Manilla providing some excellent opportunity for pilots to fly in an area where climate provides superb X-country flying conditions and variations in tasks.

The HGFA enthusiastically enters into this bid to provide for the world's best in 2007.

Yours sincerely,

Chris Fogg
General Manager
Hang Gliding Federation of Australia

general_manager@hgfa.asn.au

Mobile: 0417 766 356



Annexure 'B'



437 Peel Street, Tamworth NSW 2340

Telephone:- (02) 6755 4555

Facsimile:- (02) 6755 4499

Email:- trc@tamworth.nsw.gov.au

ABN 52 631 074 450

8 December 2004

Mr Olivier Burghelle
President
FAI Hang Gliding and Paragliding Commission - CIVL

Dear Sir

I am pleased to support the bid for Manilla to host the Paragliding World Championships in 2007. Manilla has hosted 14 highly successful annual international level paragliding events since 1994 and has a dedicated, enthusiastic and experienced local group with a proven record of success in staging major events.

In addition to offering some of the best facilities in New South Wales, Tamworth Regional Council offers:-

- * Excellent media coverage
- * Daily (Monday to Saturday) newspaper linked through the Rural Press network of great media coverage
- * A population who genuinely like visitors and go the extra mile to make them feel really welcome
- * Superb regional cuisine and accommodation
- * Country Hospitality
- * Extensive experience in handling large numbers of visitors

I hope you come and enjoy our country hospitality.

Yours faithfully

James Treloar
Mayor

For further information please contact:-

James Treloar
Telephone:- (02) 6755 444
Email:- j.treloar@tamworth.nsw.gov.au

Please address all correspondence to:-

The Acting General Manager
Tamworth Regional Council
PO Box 555, Tamworth NSW 2340
OR DX 612

Please Quote:- File

JT/SF1269



Annexure 'C'

Pilot List for References on Past Manilla Events

A small sample list of World Ranked Competition Pilots who can provide a Reference/Opinion for the FAI Cat 2 Manilla Paragliding Events held previously. They have attended one or more events in the past.

Please feel free to contact them for an independent comment (note we have not told them they are on this list !).

Tomas Brauner (Czeck Rep)
Karel Vbrensky (Czeck Rep)
Steve Ham (UK/Spain)
Adrian Thomas (UK)
Fiona Macaskill (UK)
Ulric Jessop (UK)
Kari Kastle (USA)
Grant Middendorf (New Zealand)
Russel Read (New Zealand)
Tsuji Tsuyoshi (Japan)
Tadano Shoichiro (Japan)
Michele Baptiste (Belgium)
Oystein Walle (Norway)
Rold Dale (Norway)
Jari Naponen (Finland)
Erik Rhenfeld (Sweden)
Ake Kindblad (Sweden)
Stef Andre (France)
Olivier Tops (France)
Andreas Rieck (Germany)
Hans Bausenwein (Germany)
Alex Hofer (Switzerland)
Volker Nies (Switzerland)
Nick Jaffe (Hong Kong)
Kerry Best (Tapei)
Jinoh Kim (South Korea)
Deayoung Ko (South Korea)
Kozina Bartosz (Poland)
Sonja Papes (Croatia)
Radoslav Oestermann (Croatia)
Zeljko Ovuka (Bosnia)
Ittai Lanuel (Israel)
Hagay Lerman (Israel)