



Bid to host a FAI 1st Category Championship

1. Name of Championship

**6th FAI Pan-American Paragliding Championship
La Rioja - Argentina**

2. Location(s) of Championship

Cerro El Morro
Sierra del Velazco, La Rioja Capital 29°25'14.10"S - 66°55'48.96"O.
La Rioja - Argentina

3. Proposed Dates of Championship

October 5 to 12

4. Competition allowing the organiser to bid

2021 - Paragliding World Cup Argentina - La Rioja
October 20 to 27

5. Local Organiser (LOC)

Martin Romero Garayzabal
Asociacion Riojana de Vuelo Libre / Marco Escudero

6. Sporting Power

CADEA / Confederación de Entidades Aerodeportivas
Anchorena 275 | Código Postal C1170ACC | Tel/Fax +54 11 4865 6985
www.cadeaweb.org.ar

7. Detailed Schedule of Championship

- Official training day.
October 5
- Registration.
October 5 5:00 to 7:30 PM
- Mandatory Safety Briefing.
October 5 8:30 PM
- Opening ceremony.
October 5 8:00 PM
- Mandatory training task.

October 5

- Championship flying days
October 5 to 12
- Closing ceremony.
October 12

8. Organisers, Directors and Key Officials

- Organisation/Event Director.

Martin Romero Garayzabal

Paragliding pilot since 2001

Organizer of Pre-PWC Mina Clavero 2011 and Pre-PWC La Rioja 2018.

Organizer of Paragliding World Cup Argentina 2014 and 2021

Organizer of Argentine Paragliding Championship in different years.

Organizer of Regionals Paragliding from 2009 to the present.

Languajes; Spanish (native) / English

Marco Escudero

Paragliding pilot since 2015

President of Asociacion Riojana de Vuelo Libre

Organizer of Paragliding World Cup - Argentina 2021

Organizer of the Campeonato Argentino de Parapente from 2017 to the present.

Organizer of Regionals Paragliding from 2017 to the present.

Languajes; Spanish (native) / English

- Meet Director.
Martin Romero Garayzabal
As a meet director
- Safety Director.
Marco Escudero
Languajes; Spanish (native) / English
- Meteorologist.
Eduardo Sánchez Granel
Experienced cross country paragliding pilot. He was a member of the Argentine paragliding team, has participated in FAI 1 and FAI 2 events and specializes in the study of the weather in Argentina.
Languajes; Spanish (native) / English
- Launch (or drop) Marshal.
To be defined
- Scorer.
To be defined
- Live Tracking Manager.
To be defined
- Goal Marshal.
To be defined

9. CIVL Coordinator, Steward, Judges, Jurors

10. Pilots Entry

The maximum number of pilots is 125. There is no limit on the number of pilots per nation. The maximum number of pilots constituting a national team is 6 total and 5 of one gender. Pilots from other Continents: as per Common Section 7 Common – 2.5.3

11. Entry Fee

- For Pilots.
€250 per pilot.
- For Teams Leaders and Assistants.
€50 per Team Leader or assistant.
Team Leaders who are also pilots in the competition will pay only the pilot entry fee.
- What is included in Entry Fee.
 - ID card & safety/contact information.
 - Contest numbers.
 - Transport to take off and retrieve on the main routes for all competition days.
 - Retrieve from previously announced landing, at a specific time, on the official training day.
 - Upload of turnpoints with GPS coordinates.
 - GPS track-log download.
 - Live tracking.
 - Competitor and glider identification.
 - Daily snack package, water.
 - Competition souvenirs.
 - Free access to all championship events and parties.
 - Free internet (Wi-Fi) access at the HQ.
 - Emergency rescue and first aid medical service.

12. Test Event

FAI2 Argentine Pre Pan-American Championship October 7 to 14 2023

13. Launch sites

El Morro – Cerro de la Cruz

- Take-off direction
Northeast, East and Southeast
- Height above valley.
600 mts above valley, it is at a height of 1150 meters above sea level
- Configuration, surface, size of takeoffs and rigging / preparation areas.
It is an east-facing slope, covered with cloth on the ground, without obstacles, on which 125 pilots can take off in a short time. In the rear sector are the facilities and a shaded space for competitors to relax, prepare their equipment and wait for the window to open.
- Number of ramps.
2 (two).

14. Distance/access to launch site(s)

- Road access: for cars or only 4-wheel drive vehicles or organisers trucks?
Access to the take-off site is by road, no special vehicle is needed to get to the place. From the HQ, the bus ride can take about 35 or 40 minutes.
- Cable car or mountain railway to take-off area?
No
- Parking available part way up?
Yes
- Organiser transport arrangements to sites.

The organization will provide transportation for all competitors, jury, steward and volunteers from the HQ to take off and after each task, from the GOAL or previous route to the HQ.

15. Task flying area

- Type and suitability of terrain.
The terrain proposed for the competition presents a mountain range whose axis runs north-south and the most used slope is oriented towards the east, its name is Sierra del Velazco. This mountain range has a length of about 100 km and separates the plain where the city is located (500 meters ASL) and the cultivated lands.
The plain to the east and south of the Sierra del Velazco, presents innumerable fields of Olives and clean farms. All of them are easily accessible and with plenty of places to land.
- Unlandable and built up areas difficult to avoid.
There are no places that we identify as non-landable.
- Suitable goal landing fields and height AMSL.
We have many possible places to define them as GOAL.
- Suitable 'bomb-out'.
In case of "bomb-out", there are many safe places and on line glide suitable for landing
- Local road quality for retrieves, road traffic problems.
The area in which the competition will be held, there are enough routes and paths to access all the proposed waypoints without much difficulty. The La Rioja plain, being a large cultivated area, has many rural roads and the retrieval does not take long.
- Any prohibited flying or landing areas.
At this time there are no forbidden areas or places where you can not land.
- Include a map or a link to an online map showing airspace, turnpoints, major features, typical tasks (see Annexe A).

16. Airspace

- Free to what height above take-off and task flying areas?
Not applicable
- What limitations? Restricted/prohibited areas?
Not applicable
- What permission or exclusions required? How likely to be granted?
Not applicable
- Frontier crossing arrangements?
Not applicable

17. Weather

- Details of any sites prone to low clouds, possibility of wave or foehn, best time of day for thermal upslope, possibility of residual lift late in the afternoon, known turbulence areas.
There are no issues with strong winds in the area. The area is dominated by light local breezes. The flying area to the south of the take off (50 km to the south) might have some stronger local breezes, but correct selection of when to go there solves any issue. No wave or foehn danger in the whole area. No areas of special turbulence.
Best time for an upslope thermal breeze is between 11 and 16 hrs local time.
- Weather data and type of conditions to expect during the period selected for the event.

The flying area is centered some 5 km to the west of the city of La Rioja. The type of climate is arid with dry season. During the time of the event, the maximum temperatures will average above 30°C and the minimum temperatures will average above 15°C.

- Recommended maximum wind speed: on launch and for task flying.
Recommended maximum wind speed on take off is between 5 and 6 m/s. For task flying it is recommended not to fly when we have South winds over 5 m/s.

18. Meteorology

- What arrangements will be in place for daily forecasts during the event and the relevant experience of the forecaster.
On a daily basis, the person in charge of meteorology will send a report via WhatsApp to the LOC team, the steward and the three jurors and the competitors, based on the interpretation of the forecasts, real-time data from meteorological stations located in the valley and his own knowledge of the behavior of local breezes.
- Details of satellite weather monitoring, most reliable web resources for forecasts, automatic wind station monitoring, webcams, etc.
In our area the forecasts are not very accurate. Anyway, the ECMWF, GFS, ICON models are usually consulted on the websites Windy, Meteoblue and the National Weather Service.

19. Transport

- Details of transport provided to launch, organisation vehicles, vehicles to be provided by competitors, etc.
The organization will provide a vehicle for the steward and the three jurors. If necessary, a designated driver will be available.
For the competitors, there will be buses to transport them from HQ to take-off each day of competition and from the goal or rescue points to be defined to the HQ.
Each team will have the freedom to rent a vehicle to transport their competitors if they decide to do so.
- How retrieve/check-in will be organised.
The organization will arrange buses and minibuses in strategic places along the route of each task. There will also be pickup trucks that will have more versatility and ease to reach places of difficult access (if necessary) that will pick up the competitors and bring them to the nearest bus or minibus.
For the check-in at the HQ, the use of a satellite tracking system is planned to be determined.

20. Safety issues

In general:

- Local meteorological conditions (areas of rotor, strong valley winds, etc.) or local terrain features (pylons)
In general the breeze from the valley does not blow strong. In cases where the south wind accelerates in the valley and the gaggle is over the mountains, you will find air that is a bit turbulent. The entry of strong south wind is easily predictable.
- Task setting/task style/scoring ideas to compensate.
As for task settings, if the valley breeze is accelerated, tasks are designed with most of its route over the plain, to avoid turbulent air. In normal flight conditions, tasks are designed in which mountain flight and flat flight are combined. When the forecast dictates a low cloud base, tasks of the type elapsed time are designed.

- Comments on pilot qualifications/skill levels required.
Our place is recognized in the region for being one of the safest places for a wide range of pilots. Any pilot with the ranking required by the CIVL has enough level to fly on this site.
- Details of any fatalities or serious accidents on the site or in the task flying area in the past 5 years.
Fatal accidents only at the beginning of competition flight in the 90s, later only injuries due to incidents or reserve parachutes.

21. Rescue/Medical Services

- Information on experience of on-site doctor/paramedic, first aid arrangements, medical first response in tasks area.
The LOC has vast experience in competitions. The area is a known place for the practice of adventure sports (paragliding, mountain biking, trail running) in inaccessible places. All this has generated experience in private and public medical systems in the entire area of competence for rescue and first aid in difficult access.
- Helicopter availability including response times.
The La Rioja health system does not have a helicopter that can meet needs in case of emergency, a helicopter will be processed to provide rescue support and activate it if necessary. In our experience, the response of the CAPE group (Special Rescue Corps) is faster and when it has been needed it has always worked.
- Helicopter landing space for each site.
There is room for a helicopter at takeoff and except on the mountainside, there is enough space for a helicopter to land on the entire route of normally designed tasks.

22. Safety Management Plan

There is a protocol in the province of La Rioja for the authorization of sporting events. This protocol has certain mandatory rules to comply with, among which we can highlight that both the Police Department, as well as the Provincial Health, Civil Defense and Rescue System, must be informed of the sporting event. Also, although the task area does not interfere with restricted airspace, NOTAM will rise to take extra care and inform the civil and commercial aviation community.
This is a procedure with which we are familiar as we are in constant contact with the local airport authorities. A NOTAM will be managed through EANA (Argentine Air Navigation Company), which is the application authority in this case.

- *Insurance to cover liability, rescue charges, etc.*
Each pilot must have civil liability and personal accident insurance, in favor of the LOC
- *Advise local ambulance, hospital and other medical services.*
It is planned that an ambulance with a paramedic will remain each day at take-off until there is no competitor left to take off, the Meet Director authorizes him to leave the place. That ambulance will be available for any eventuality. Likewise, the Provincial Health Service will have knowledge of the championship and will be ready to act if necessary, with one or more ambulances on the race line or at the goal.
- *Arrange medical doctor rota to cover the event also to cover any post-mortem examination and inquest.*
This is a service provided by the Provincial Health System. Being informed about the realization of the championship, they will arbitrate the means to comply with what is required.

- *Arrange site facilities, including a control room and incident room.*
In the HQ there will be a room available to attend to the meeting needs of the organizational team, the national team to which the injured person (s) belongs in the event of an incident and the event safety officer
- *Appoint officials: Event Director and Deputy Director, Event Safety Officer, Public Relations Officer.*
Event Director: Martin Romero Garayzabal
Deputy Director: Marco Escudero
Event Safety Officer: Marco Escudero
Public Relation Officer: To be defined
- *Investigate laws, rules and procedures that apply at the event site or sites, for accidents, injuries, fatalities and air accidents.*
In Argentina, the sport of paragliding does not have a regulatory legal framework and is only regulated by the general regulations of the Federación Argentina de Vuelo Libre. In case of incidents or accidents, the provincial justice will be in charge of investigating the circumstances.
- *Make plans for dealing with accidents and incidents: release of names, control actions, incident log, official statements after the event, immediate actions, follow-up actions, dealing with press and media, witnesses, details of injured or deceased, National accident investigation procedures, continuance of event, facilities for victim's team, report to FAI; Injury, illness or death of participants or spectators.*
Starting from the idea that most of the accidents in competition occur in the air and that they can be seen by pilots in the vicinity, they will be the ones who will announce the news using the main safety frequency. At that time, the Meet Director and the Safety Director will define the next step to follow according to the context of the accident.
The first step will be to request the witness to use another frequency to avoid distractions in the rest of the competitors, expand data and, if possible, request the landing as close as possible in case the injured pilot does not show signs of movement or requires help. At the same time, the medical emergency will be activated by calling the dedicated telephone number 107 of the Provincial Health Service and the Civil Defense system. This last mentioned system, in La Rioja has the constant support of the Fire Department. Live tracking will be of vital importance to accurately locate the accident site so that the team on the ground can arrive as soon as possible.
In the event of a need for a helicopter, the task must be stopped to free up the airspace.
It is planned that different volunteers with first aid knowledge follow the course of the task by the nearest route, so that personnel will be available for first aid help if necessary, at the same time that they will be in charge on the day to day, to pick up the pilots faster and transfer them to buses or minibuses. In other words, they fulfilled a double function.
Once the health system has attended to the pilot, the organization will make public a first statement, with the necessary details that avoid speculation and misinformation, such as Name, nationality of the pilot and health condition in which he / she is. . This statement will be unique for CIVL, pilots, team leaders and the press and will be expanded as the hours go by and the availability of more and better information.
Regardless of the severity of the accident and although each pilot has an insurance policy that covers the medical and / or repatriation expenses that arise, the organization will have all the help and resources necessary so that both the injured pilot and his companions team feel comfortable and well cared for.

23. Transmissions

- Radios: details including any restriction on frequencies or types of radio, particularly 2m, and any licence requirements.

The National Radiocommunication Commission allows the use of different frequencies as long as they are used exclusively in the context of free flight. Radio receivers are mandatory for all the pilots. Voice activated microphones (VOX operated) are strictly forbidden. Radio transmitters are permitted.

- Pilots' safety frequency is: 143.890.

- Retrieval frequency is: 143.850.

- Emergency frequency is: 143.200.

It is mandatory to have the radio tuned into the pilots' safety frequency while flying.

Using a Team frequency is allowed.

- Mobile/Cell 'Phone Coverage: availability of local SIM cards. Details of best network coverage within the competition area.
There are three cell phone companies with 4G coverage. The organization recommends the "Claro" company for being the one that provides the best coverage. The organization can deliver SIM CARDS with an extra charge to all pilots who require it 20 days before the start of the competition.

24. Liaison with police, military, public services

- Their familiarity with this type of event. Past experience? Assistance expected?
Over the years we have been able to generate a good relationship with the public Health, Police and Rescue systems. They have the knowledge and experience in paragliding competitions.

25. Insurance

- Insurance requirements pilots will be required to provide (third party, personal, repatriation...).
Each competitor must have a third party liability insurance policy, personal accident insurance policy with coverage of medical expenses and repatriation, in favor of the LOC
- Details of what will be available to be purchased on site.
In La Rioja you can buy insurance policies for civil liability and personal accidents from different companies. We are in contact with an insurance producer willing to provide the necessary advice for those who require it.
- Details of Organisers' Liability cover for the event (including public liability and CIVL officials).
The LOC will contract an insurance policy for civil liability and against third parties. The FAI, its respective directors, employees and assigned event Personnel will be designated as additional insured parties for liability claims.
This coverage will be presented to the FAI as soon as possible when the championship is confirmed.

26. Event Headquarters

- Location and size of rooms for briefings, registration, equipment checks.
The place chosen for Headquarters can be: Hotel Naindo, Hotel Plaza, Hotel Avant or Hotel Chaya, we will define it once the championship is confirmed.
- Office facilities: AV equipment, office equipment, communication systems (phones, wifi, etc.).
1 x 42" (or larger) TV Screen. It will be used to display Live Leader Board.
1 x 42" (or larger) TV Screen. It will be used to display Live Tracking.
1 x 40" (or larger) TV screen for Track Logs download
Dedicated hard wired internet line
Laser Printer, black & white, A4, with appropriate Windows drivers
4 reams (2000 sheets) A4 paper.

Digital Weight Scale to weight all pilots in the HQ, at the registration
3 x Power sockets, with minimum 6 plug
Coffee Machine with supplies and sufficient amount of Soft Drinks at the Headquarters
Scotch tape, scissors, pens, pencils, stapler, etc.

- Internet access available for Officials.
Free wi fi at the HQ.
- Internet access available for competitors.
Free wi fi at the HQ.

27. Local facilities

- General outline of availability and average prices of hotels, camping sites, apartments and other accommodation.
The city of La Rioja has different accommodation options, hotels, cabin complexes, campsites and private houses, during PWC Argentina 2021 we had an excellent experience.
- Proximity from event HQ of: car hire, shops, restaurants/bars, repair facilities, etc.
In the area of the Hotels, which we propose as headquarters, there are many and diverse gastronomic proposals. From restaurants where you can try typical Argentine food, to bars and pubs where you can try craft beer. All kinds of food can be found within walking distance, without the need to take a bus or taxi.
You can also find a shopping center and a shopping center, in case you need to buy a gift, sportswear, etc.
If one day you can't fly, there are entertainment like cinemas, soccer fields, tennis courts, and gyms that can be accessed for an affordable fee.

28. Competition website

- Outline of the anticipated website design/content, which should be the main means of disseminating information about the championship.
In the following link you can see the Facebook website that we put online before PWC Argentina 2021:
<https://www.facebook.com/PWC-La-Rioja-100912598985055/>

We are going to put online a Facebook page for the event, these are easily accessible and the pilots, family members and the public see them much more directly than a traditional website, we will also have an Airtribune page with the details, information and registration for this championship.
- Confirm that this will be in place prior to the test event, and updated prior to the main event, with all relevant information, at least 6 months before the start of the event.
The website will be online 10 days after we have the confirmation that we will be the organizers of the Pan American Paragliding Championship.
- An interactive online registration and payment facility is desirable.
We usually work with Airtribune, if the CIVL considers that we should develop an interactive site, we will do so.

29. Visas, Vaccinations

- Will any FAI member be refused entry to the country?
There are no reasons for any FAI member to be rejected at the border of our country.
- Details of visas required for visitors from FAI member nations.
In the following link you can see which countries need a visa to enter Argentina
<http://www.migraciones.gov.ar/accesible/indexdnm.php?visas>

- Details of any vaccinations recommended for competitors (or provide web addresses for information).

In terms of normality, no vaccination is necessary to enter Argentina. Anyway, in the global context of pandemic, governments dictate new rules periodically and we must adapt to them. We believe it is prudent to constantly announce on the competition website, news on the subject that is of interest to all competitors.

30. Early arrivals:

- State any date before which competitors should not arrive.
Competitors can freely arrive at the place in advance, the Rioja Free Flight Association has daily activity of recreational pilots and it is very easy to obtain transportation from the official landing to the launch of El Morro for 5 euros or less.
- Give details of arrangements for pilots if early arrival is possible (access to launch, etc.).
Pilots who arrive at the venue early, should contact the following persons to arrange transportation to takeoff and possible retrievals:
Martin Romero Garayzabal +549 (351) -5319287
Marco Escudero +549 (3804) - 593775

31. Customs and equipment importation:

- Information on custom arrangements for temporary importation of gliders and other competition equipment. If necessary, customs at main entry points for the event should be informed of the nature of equipment that will accompany pilots.
Each pilot will be able to enter Argentina with their sports equipment without having to pay a tax for that. But in the event that a person brings more than one paraglider, just to cite an example, three or more paragliders, it is very possible that they will have to explain the reason and pay a tax that will be determined at the time of entering the country. So far in different competitions with pilots from other countries, we have not received news of any inconvenience at the border.
- List entry points that have already been contacted or notified.
At the moment we have informed the Government of La Rioja of the possibility of holding the Pan American Paragliding Championship.

32. Medals, etc.

- State here if there are any other forms of recognition or prizes.
We believe that the honor of winning a world championship cannot be compared to holding a local trophy. That is why we think of delivering recognitions daily, referring to our country or province so that it is a reminder of having passed through Argentina. Anyway, we plan to deliver a trophy at the end.

33. Media coverage, merchandising

- Outline of plans to promote the event.
In case of being chosen to celebrate the championship, we will announce the event in the main media of the province. We also have contacts with television channels where we can advertise the event and show images to attract the general public. We also believe that social networks (Instagram and Facebook) are today a fundamental channel to publicize the news and activities related to the championship.
- Media coverage planned before, during and after the event.
Mainly social networks and newspaper.
- Facilities for spectators (virtual and physical).

At takeoff we have enough space for the general public to see the takeoffs and the first gaggle in the service thermal, without interrupting the normal operation of the space for pilots. In addition, there will be live broadcasts through Instagram and Facebook so that people around the world can witness the events at the take-off and at the goal.

- Filming/video opportunities.
It is our intention to have a pilot / cameraman to carry out the audiovisual coverage of the entire championship, capturing the atmosphere at takeoff, the goal and of course during the flight. We have started conversations about it and we hope to be able to confirm it as soon as possible.

34. Sponsorship

- Secured or expected sponsors if any.
We will have the support of the Government of the Province of La Rioja. We are working with some local private companies that are waiting for the confirmation of the event to take a step forward.

35. Finance

- Anticipated sources of finance (local, government, sports authorities, NAC, etc.) and percentage of budget expected from pilot entry fees.
With the support of the Government of the Province, we will have the possibility of facing some previous expenses. We expect to cover between 85% and 90% of the budget with the competitors' fees.
- Provide an outline budget (see Annexe C).
The estimated budget can be consulted at the following link:
https://www.fai.org/sites/default/files/civil/documents/cat_1_budget_annexe_c_-_v2018.xls

36. Any additional information in support of the bid:

To finalize our application, we want to let you know that we are a passionate team about what we do and that over the years we have learned a lot from mistakes and successes. We are aware of the importance of an event of this level and we know that it requires all of our commitment and work.

We are trained, we can do it and we hope to host the 6th FAI 2024 Pan American Paragliding Championship.

The pandemic has forced us all over the world to adapt to abnormal situations and make atypical decisions, so we will be attentive to what the Argentine government announces every day about policies related to COVID.

Thank you very much for the opportunity to present our proposal.

Martin Romero Garayzabal
Organizer – Event Director

Marco Escudero
Co-Organizer

Provisional Budget PG XC Pan American Championship 2024 La Rioja

PROJECTED EXPENDITURE

Items	Euros	Notes
PREPARATION (over 2 years)		
Administration, post & bank charges, stationery	1,000 €	Includes bank transfer fees, accountant charges, etc.
Travel expenses for organisers, volunteers	1,000 €	Meetings with co-financiers, suppliers, airspace or other authorities, etc.
Setting up & maintaining website	300 €	Including logo design, hosting, etc.
COMPETITION		
FAI Sanction Fee	3,938 €	See Section 7
FAI Officials (5): Travel, accommodation, meals, daily allowance, car rental	6,000 €	Allow for 2-3 days more than no of comp. days: 500each travel; 80/day each food & lodging; 10/day x 3 jury allowance; 2 cars x 2 weeks rental
Rental of suitable HQ building/rooms/marquee for briefings (180 people+), meeting rooms, scoring room etc.	800 €	Local town may offer free use of suitably sized and furnished building.
Rental/buy IT & equipment for HQ, launch, goalfields/target etc	800 €	Consider IT requirements, computers, software, printers & wifi, phones/mobiles, noticeboards, giant screens etc. Could be much more if live tracking used, for example.
Road, airspace, turnpoint maps for pilots, team leaders & HQ	500 €	Design/artwork & print costs, consider several large examples for HQ and Launch
Tshirts	600 €	Count in pilots, team leaders, drivers, staff, volunteers, press, VIPs, sponsors
Trophies, day prizes, gifts for pilots	900 €	FAI medals & diplomas provided by FAI free of charge. Consider trophies, champagne, local souvenirs/produce. Local region may provide some goodies, such as pens. Manufacturers may sponsor prizes
Transport	9,000 €	PG comp: transport normally included. Factor 3 buses and/or 6 minibuses. HG comp: transport for staff, press, VIPs, reimburse fuel for volunteers
Medical services (doctor, paramedic, ambulance etc)	2,800 €	Wholly dependent on what is available or can be negotiated locally
Option: Rental & cleaning of portable toilets	400 €	
Option: Weather forecasting (presentations, daily soundings etc)	500 €	Wholly dependent on what is available or can be negotiated locally
Option: packed lunches or snack/water for pilots/TLS	2,750 €	Allow 3€/flying day/person
Contingency	5,000 €	Improvements to launch, equipment purchase/rental, insurance, extra personnel, Live Trackers rental
PERSONNEL		
Fees for Meet Director, Safety Director, Event organiser, Launch Marshal, Scorer etc.	6,000 €	Increasingly common that key personnel are remunerated for these positions of high responsibility, skill and experience. May also need to cover travel and accommodation/food expenses
Food/expenses for organisers, staff, volunteers, helpers 15 days	2,000 €	Even if all staff are volunteers, it is usual to provide some food, camping fees, T-shirt, reimburse fuel for own transport etc
CEREMONIES & SOCIAL EVENTS		
Opening & Closing Ceremonies	4,000 €	Buffet for 200+ people, music/entertainment, flags, decorations. This is a suggested minimum.
Other social events (bbq, live music evening etc)	2,000 €	According to budget. Local sponsorship may be possible.
MEDIA & PROMOTION		
PR or Press person/services prior to & during event	2,000 €	Local tourist office or local authority people may help. Should have someone handling press during the event.
Official blogger, photographer, video cameraman, film maker	2,500 €	Writing task reports, press releases, providing photos or video footage to news agencies, web tv etc.
Option: Film of the event for promotion of sport, region etc		Making a film for promotional purposes could cost at least 15,000€. See also FAI rules on media rights.
Promotional items: stickers, pens, mugs, postcards etc		According to budget.
Press hospitality, local media coverage, souvenir programme, newsletters, advertising etc		According to need. Grants from local authorities often dependent on seeing a 'return', promoting the sport, tourism etc.
TOTAL EXPENDITURE	54,788 €	

PROJECTED INCOME

Items	Euros	Notes
Pilot fees	31,250 €	125 x 250
Team leader fees	750 €	15 x 50
Grant from local/host town		
Grant from county or region		
Grant from government of La Rioja	17,000 €	
Grant from national Federation or NAC		
Sales of promotional items, productising	500 €	
Sponsorship	7,500 €	
TOTAL INCOME	57,000 €	