



Bid to host a FAI 1st Category Championship

1. Name of Championship

**17th FAI World Paragliding Championship
Tucumán - Argentina**

2. Location(s) of Championship

Loma Bola

Sierra de San Javier 4 km from Cristo on the road to Villa Nougués S 26° 49,333' - W 65° 22,080'.
Tucumán - Argentina

3. Proposed Dates of Championship

October 31 to November 13

4. Competition allowing the organiser to bid

2019 - Paragliding World Cup Argentina - Loma Bola
November 9 to 16

5. Local Organiser (LOC)

Aconquija Club de Vuelo y Aventura / Matias Fortini
Loma Bola Parapente / Sergio Bujazha

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 days.
October 28 to 30
- Registration.
October 31 9:00 AM to 6:00 PM
- Mandatory Safety Briefing.
October 31 6:30 PM
- Opening ceremony.
October 31 7:00 PM

- Mandatory training task.
November 1
- Championship flying days
November 2 to 12
- Closing ceremony.
November 13

8. Organisers, Directors and Key Officials

- Organisation/Event Director.

Sergio Bujazha

Paragliding pilot since 1991
Manager of Loma Bola Parapente since 1992
Organizer of Pre-PWC Loma Bola 2005 and 2006.
Organizer of Paragliding World Cup Argentina 2007 and 2019
Organizer of Pre-Panamerican Paragliding Championship 2013
Organizer of Panamerican Paragliding Championship 2014
Organizer of more than ten Campeonato Argentino de Parapente
Organizer of more than ten editions of the Argentine Paragliding Championship in different years.
Organizer of Loma Bola Funny Open from 2019 to the present.
Lenguajes; Spanish (native) / English

Matias Fortini

Paragliding pilot since 2010
President of Aconquija Club de Vuelo y Aventura
Member of the board of directors of the Federación Argentina de Vuelo Libre between 2015 and 2018.
Organizer of Paragliding World Cup - Argentina 2019
Organizer of the Campeonato Argentino de Parapente from 2013 to the present.
Organizer of Loma Bola Funny Open from 2019 to the present.
Lenguajes; Spanish (native) / English

- Meet Director.
Sergio Bujazha
As a meet director, he worked in all the championships in which he was part of the organizing team.
- Safety Director.
Mario Sueldo
Tandem paraglider pilot / Instructor
Lenguajes; 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.
Lenguajes; Spanish (native) / English
- Launch (or drop) Marshal.
Mercedes Gijón
An experienced tandem paragliding pilot, with more than 20 years of experience, she has participated in the organizing teams of a large number of championships in Loma Bola.

- Scorer.
To be defined
- Live Tracking Manager.
To be defined
- Goal Marshal.
Jorge Arcuri
Hang Gliding and Paragliding Pilot with experience of more than 30 years.
Collaborator in numerous work teams in more than 10 paragliding championships in Loma Bola.
Lenguajes; Spanish (native) / English

9. CIVL Coordinator, Steward, Judges, Jurors

- Stephane Malbos
CIVL President

10. Pilots Entry

The maximum number of pilots in the championship is 150.

There is plenty of space at the take off to ensure the correct and secure launch of that number of pilots.

The maximum number of pilots that may be entered by a NAC is 8 including 6 of the same gender.*

The maximum number of pilots constituting a national team is 4 including 3 of the same gender.*

**The maximum number of pilots per nation and the team size will be defined in the championship Local Regulation, which is subject to CIVL approval.*

11. Entry Fee

- For Pilots.
€450 per pilot.
- For Teams Leaders and Assistants.
€220 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.
 - Colour digital format map of task area showing take-off, turnpoints, landing fields and restricted airspace and areas, with clearly visible grid matching the GPS coordinates used for the competition.
 - For team leaders a flexible plastic map with erasable pen to brief their team.
 - 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

Because it is a particular world context and due to lack of time, there will be no test prior to the World Paragliding Championship in the usual way, but the FAI2 Argentine Paragliding Open is scheduled to be held between September 12 and 18, it will be a opportunity to test the organization and of course we hope that the pilots of the region can come to see the site. In addition, three days of official training will be organized prior to the start of the World Championship so that everyone becomes familiar with the place.

13. Launch sites

Loma Bola

- Take-off direction
Northeast, East and Southeast
- Height above valley.
800 mts above valley, it is at a height of 1350 meters above sea level
- Configuration, surface, size of take-offs and rigging/preparation areas.
It is a slope facing northeast, covered with grass, without obstacles, on which 150 pilots can take off in a short time. In the back sector are the facilities and a forest with enough space and shade for competitors to relax, prepare their equipment and wait for the window to open.
- Number of ramps.
1 (one)
- Hazards (cables, pylons, trees, etc.).
There are no dangers or obstacles, just keep in mind that when taking off, the pilot will fly near some trees for the first seconds of time.
- Facilities (car park, shelter/shade, water, refreshments, toilets, etc.).
Loma Bola has a large parking space for pilots and the general public. In addition there is a small bar, bathrooms and free wi fi. Although there is water, it is not recommended for personal consumption so the organization will have fresh water for the competitors to take with them.
The take-off is flanked by a small forest with good shade and enough space to relax. The space for pilots will be separated from the space for the general public, with enough space for a large public.

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 paved 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 de San Javier. This mountain range has a length of about 22 km and separates the plain where the city is located (450 meters ASL) and the cultivated lands, from a valley located to the west (980 meters ASL), the prelude to a mountain range known as the Cumbres Calchaquíes. (4000 meters ASL), difficult to access. Towards the northern end of the Sierra de San Javier, there is a change in the topography and the

valley that we find presents different conditions, as it is a drier terrain with less cultivation.

The plain to the east and south of the Sierra de San Javier, presents innumerable fields of citrus, strawberries and sugar cane. 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.
In the link mentioned later, you can see 17 waypoints listed as a goal. All of them vary in height, the lowest point being the G64 Acheral, located at 360 meters ASL and the highest being the G54 Entrada Choromoro RN 9, located at 774 meters ASL.
- 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 Tucuman 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).
[WAYPOINTS_MAP_BID.pdf](#)

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 north of the take off (20 km to the north) might have some stronger local breezes, but correct selection of when to go there solves any issue (no go when south meteo wind is forecasted) 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 14 hrs local time. Not much residual lift in late afternoon.
- Weather data and type of conditions to expect during the period selected for the event.
The flying area is centered some 15 km to the west of the city of San Miguel de Tucumán. The type of climate is subtropical 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. We can have some days with rain, but many of them are taskable after or before the showers.

- 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.

In September 2020 there was the first fatal accident of a pilot in the flight area in 30 years of paragliding. It was an accident that occurred during a cross country flight, in turbulent air more than 40 km from takeoff. As it is a solo flight and there are no qualified witnesses it is not possible for us to determine the exact circumstances of the accident. Perhaps it could be noted that other pilots flying in the area decided to land due to the increased wind in the area. As for non-fatal accidents, no serious accidents have been reported in the area in the last 15 years.

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 Tucumán health system has a helicopter that can attend to needs in case of emergency. In our experience, the answer is rushing faster because the helicopter needs at least 45 minutes to be operational.
- 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 Tucumán 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: Sergio Bujazha
Deputy Director: Matías Fortini
Event Safety Officer: Mario Sueldo
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 Tucumán 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.
It is appropriate to comment that in our flight site most incidents / accidents end with the pilot in the trees on the hillside, without consequences. For these situations we have a team with extensive experience in this type of rescue and recovery of equipment.

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: 148.115.

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 "Personal" 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.
En Tucumán se podrán comprar pólizas de seguro de responsabilidad civil y accidentes personales de distintas compañías. Estamos en contacto con un productor de seguros dispuesto a brindar el asesoramiento necesario para quien lo requiera.
- 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 is the Howard Johnson Yerba Buena hotel.
It is a hotel with excellent service and very comfortable rooms, in the heart of Yerba Buena and with very good accessibility to bars and restaurants.
It has a room where you can hold meetings with the team leaders and the jury, do team checks or a small soccer field in the back, where you can also check teams if

required. It also has a smaller room where the registration of the pilots and the daily work of the scorer and the live tracking manager can be carried out.
For mandatory briefings, the use of a room provided by the municipal government is planned, with more space and capacity for 180 people.

- 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
2 x 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 and at Loma Bola.
- Internet access available for competitors.
Free wi fi at the HQ and at Loma Bola.

27. Local facilities

- General outline of availability and average prices of hotels, camping sites, apartments and other accommodation.
The main city, San Miguel de Tucumán, is surrounded by satellite cities. In this case, the closest satellite city to Loma Bola is Yerba Buena. We chose the Howard Johnson hotel as a reference point because it will be the HQ there and because during the PWC Argentina 2019 we had an excellent experience. The price of a double room, with buffet breakfast, access to the spa, swimming pool, soccer field, wi fi and parking is around 40 euros (20 euros per person).
In Yerba Buena there are other accommodation options of varying prices and qualities.
- Proximity from event HQ of: car hire, shops, restaurants/bars, repair facilities, etc.
In the area of the Howard Johnson Hotel, which we propose as HQ, 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 meals can be found within walking distance, without the need to take a bus or taxi.
You can also find a shopping center and a mall, in case you need to buy a gift, sportswear, etc.
If one day you cannot fly, there are entertainment such as movie theaters, soccer fields, tennis courts and gyms that can be accessed by paying an accessible 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 website that we put online prior to PWC Argentina 2019:
<http://www.lomabola.com.ar/pwc-argentina-2019/>
We are going to put a web page of this type on-line 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 having confirmation that we will be the organizers of the World Paragliding Championships.

- 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 venue in advance, Aconquija Flight and Adventure Club has daily activity of recreational pilots and it is very easy to get transportation from the official landing to the Loma Bola launch 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:
Sergio Bujazha +54 9 3814908454
Mario Sueldo +54 9 3815239572
Mercedes Gijón +54 9 3814629458

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 of the possibility of holding the World Paragliding Championship to the Government of Tucumán and the General Administration of Customs, Tucumán office.

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 advertise the event in the main newspaper of the province, La Gaceta de Tucumán. We also have contacts with television channels where we can announce the event and show images to appeal to 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 La Gaceta 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 Tucumán and the Municipality of Yerba Buena. 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 and that of the Municipality of Yerba Buena, 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:
[17th FAI World Paragliding Championship_BUDGET.pdf](https://www.paragliding-tucuman.com/17th_FAI_World_Paragliding_Championship_BUDGET.pdf)

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 for 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 our commitment and work, even more so because it is an atypical situation and with little time to organize everything. We are trained, we can do it and we look forward to hosting the 17th FAI World Paragliding Championship 2021.

The pandemic has forced us all around the world to adapt to abnormal situations and make atypical decisions, that is why 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



Name: Sergio Bujazha

Position in Organisation: Event Director

Date: 22/03/2021

Signed:



Name: Matias Fortini

Position in Organisation: Deputy Director of the event

Date: 22/03/2021

Signed: