



World Aerobatic Championship 2009

A proposal to host the 25th FAI World Aerobatic Championship

On behalf of the
Royal Aero Club of the United Kingdom of Great Britain
and Northern Ireland

by

The British Aerobatic Association

in partnership with

Flying Aces Ltd



Summary

The British Aerobatic Association (BAeA) and Flying Aces Ltd (FAL) are pleased to bid to host and organise the 25th FAI World Aerobatic Championship on behalf of the Royal Aero Club. We propose that the event be held at Silverstone, the airfield and motor racing circuit which is home to Formula One British Grand Prix, in August of 2009 (see schedule below).

The British Aerobatic Association has been running aerobatic contests in the UK since 1974 and ran 19 domestic competitions during the 2007 season. The Association has over 200 members and an experienced Committee led by Alan Cassidy. We believe the BAeA can deliver to CIVA a safe, fair and successful competition.

Flying Aces Ltd is a specialist event organising and media production business operating in the Air Sports field. The aim of the bidding team is to endow the World Aerobatic Championship with a higher public and media profile by exploiting the synergy that will spring from bringing together the technical expertise of the BAeA and the established event infrastructure of Silverstone.

Flying Aces intends to film, produce and distribute a TV programme about the competition – subject to FAI permissions – to international broadcasters around the world, raising awareness of competition aerobatics and creating sponsorship opportunities for both teams and individual pilots in the future.

However, we understand that the primary purpose of this bid is to deliver a well organised, safe, fair competition.

1. Location/Venue

Silverstone is about one hour by train or by car from London, and is centrally located to much of the rest of the UK.

Silverstone began its life as an airfield during World War II and has a great sense of pride in its aviation heritage. It retains operating surfaces for both fixed wing and rotary aircraft, but has no resident aviation businesses to disrupt competition activities. Since 1947, Silverstone has become the home of British motorsport, making it the ideal balance of both an aviation and a sporting venue.



Airfield information is at Appendix 1.

Much more information about the venue can be found at the Silverstone website link:

www.silverstone.co.uk

Silverstone is planning to build a new paddock and pit-lanes for the Formula One GP. This work is scheduled to be finished before our proposed contest dates. We hope this will provide facilities for hangarage and maintenance, but this is not currently guaranteed. We realise that WAC participants would prefer to have hangarage. If permanent facilities are not available, the organisers will explore other options for

providing temporary hangarage. It may, however, be necessary to park aircraft outside if a solution cannot be found.

Regardless of the completion of the planned pit area, the organisers will ensure that there is a covered maintenance area that has power, lighting and tools, for use by participating Teams.

2. Proposed Schedule

DATE	DAY	EVENT	NOTES
18 August 2009	Tuesday	Arrivals & Practice	Teams arrive & register
19 August	Wednesday	Arrivals & Practice	1700 Main Briefing 1900 Opening ceremony
20	Thursday	Flying days for Programmes Q, 1, 2 and 3 Daily Briefing 0800 Flying between 0930 and 2000	
21	Friday		
22	Saturday		
23	Sunday		
24	Monday		
25	Tuesday		
26	Wednesday		
27	Thursday		
28	Friday		
29	Saturday		Programme 4
30 August	Sunday	Airshow (TBC)	Closing Ceremony Departures

This schedule is designed to give:

- Priority to the contest at all times
- Full control of airfield operations to the contest between 18th August and 29th August
- 2 practice days where each competition pilot will be allocated one training slot in the box (weather permitting)
- 10 days dedicated to competition flights
- A Closing Ceremony on Aug 30th to ensure that all of Aug 29th can be used for contest flights if needed.
- Separation of air show activity from the contest. Any air show flights would be conducted after contest flying is complete (on the 30th August).

3. Weather

The BAeA has commissioned the UK Met Office to provide an analysis of weather patterns in August in the area of Silverstone over the last 15 years. A summary of this data is shown at Appendix 2.

Our conclusions from this data are that:

- Wind is unlikely to be out of limits during August at Silverstone
- Low Cloud and Poor Visibility are likely to lead to a 40% loss of flying time between 0900 and 1400 in the worst case
- Low Cloud and Poor Visibility are likely to lead to a 15% loss of flying time between 1400 and 2100
- Rain is less likely to be a problem than low cloud and visibility

This means that we would have a very good chance of flying most afternoons and evenings. Overall, we would expect to lose 25% of the available flying hours to poor weather in the worst case.

We believe that with 10 full flying days scheduled and around 60 competitors, we have sufficient flying hours available to still complete all contest flying even if we lost 50% of the available flying hours to poor weather.

We conclude that there is a high probability that we could complete all contest flights if the weather follows normal historical patterns.

4. Aerobatic Box

The box will be marked in accordance with Section 6 of the Sporting Code. The preferred and alternate positions for the box are shown in Appendix 1. Final confirmation of the box location will be given to the CIVA meeting in 2008, following on-site surveying.

The boxes shown in the diagrams are over largely level ground. There are two small buildings inside the green box and some scaffold grandstands. The highest obstacle is estimated to be less than 20m above ground level. It is intended that the buildings would be unoccupied during the contest.

Although the box lies over the southern racing circuit, no cars will use that section of track during the contest (it can be isolated easily from the rest of the circuit).

5. Fire and Emergency

Silverstone has resident fire and rescue services. Additionally, there is an on-site hospital which includes a unit for the treatment of burns.

6. Lodging

All participants and contest officials will be accommodated in 3 star standard hotels. Options for single rooms and shared rooms will be provided. Hotels will be located within a 20km radius of Silverstone.

Breakfast and Evening meals will be provided at the Hotel. Lunch will be provided at the airfield. The organisers will try to find a way of providing a lunch option also at the hotel, but this cannot be guaranteed.

Silverstone is, of course, well suited for catering and servicing hot and cold meals at all levels of hospitality.

7. International access to the venue

Silverstone is within 80 km (50 miles) of the following international airports:

- London City airport
- London Heathrow airport
- London Luton airport
- London Stansted airport
- Birmingham International airport

8. Transport and hospitality at the event

All ground transportation will be provided for all competitors, and other participants. At a minimum, a shuttle bus(es) will be provided. Buses will be scheduled for early morning, lunchtime and evening transfer to and from the airfield.

Teams will be provided with a meeting area on the airfield close to the flight line (either Team Tents or other accommodation).

Water will be made available to team members at the Team area and on the flight line.

9. Key people responsible for the event

Contest Administration:

Contest Director	Steve Green	(Head of Contest Organisation, BAeA)
Deputy Contest Director	Alan Cassidy	(Chairman, BAeA)

Event Administration:

Flying Aces Ltd	Jeff Zaltman	(Managing Director, Flying Aces)
Silverstone	Richard Philips	(Managing Director, Silverstone)

10. Entry Fees

It is proposed that CIVA agrees that a **maximum limit** is set for entry fees at:

- | | | |
|----------------------------|-------|------------------------|
| • Pilots | £1525 | (approximately €2,200) |
| • Other Team and Observers | £1325 | (approximately €1,900) |

This fee includes:

- 11 nights of accommodation in 3 star equivalent hotel, single room.
- 3 meals per day
- AVGAS 100LL for competition flights
- 100SAE dispersant oil for competition flights
- Smoke Oil for Programme 4
- Ground/local transportation between hotel and venue
- Opening and Closing Ceremonies
- Entertainment provided by organiser
- Full access to Silverstone circuit (other events may be sharing venue)

It is our intention to raise additional sponsorship for the contest over the next 12 months. A significant amount of that revenue would be used to reduce entry fees to all participants, but giving first priority to reduction of pilot entry fees. However, sponsors cannot be approached until we know if CIVA wishes to proceed with this proposal. Final confirmation of the entry fees to be paid would be provided at the CIVA meeting in 2008 and subsequently in Bulletin 1.

11. Contact Information

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Appendix 1: Airfield Information:

Airfield navigational information:

Silverstone is within Class G airspace. Class A airspace, the Daventry CTA, starts above the airfield at FL065.

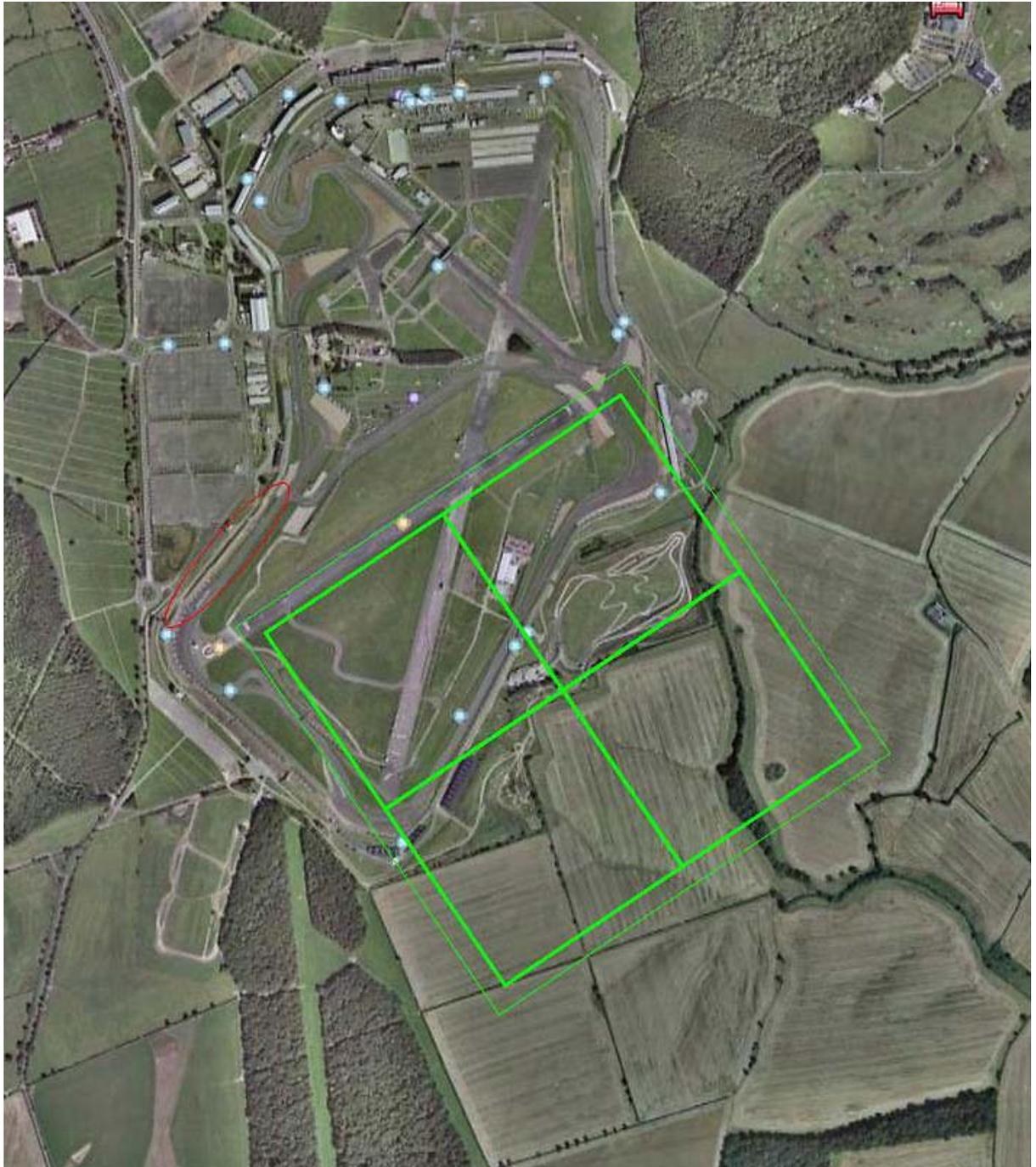
EGBV		2007			
N52 04.28 W001 01.00		SILVERSTONE 508 ft. AMSL			
4 nm S of Towcester.		DTY 116.40 154 7.5. CFD 116.50 272 15			
c/s Silverstone Radio 121.075 A/G. (ATC available during Grand Prix only - various call signs then in use).					
Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
06/24	882x23	Asphalt	06-842 24-849	06-722 24-744	Nil Nil
Op hrs: PPR.					
Landing Fee: N/A.			Customs: Nil		
Hangarage: Nil			Maintenance: Nil.		
Remarks: Operated by Silverstone Circuit, Silverstone, Nr. Towcester, Northants NN12 8TN. PPR from Aerodrome operations. Licensed aerodrome situated within Motor racing circuit during the British Grand Prix, for rotary traffic only. For 2007 event dates, call 08704 588255. Southern grass Rwy 06/24 unlicensed and unmarked.					

Airfield layout reproduced courtesy of Robert Pooley

NOTE: Silverstone is planning a major new building project and new racing circuit designs over the next two years (which will be finished before the proposed WAC09). In this new development plan, Silverstone has added a new runway to support air sports events. This runway will be comparable to the current one in use (815m length, hard surface), but details may change slightly. This will not affect any plans for the WAC (except that a brand new runway may be available!).

Preferred box location, based on current runway layout.

North Up



Alternate Box Position

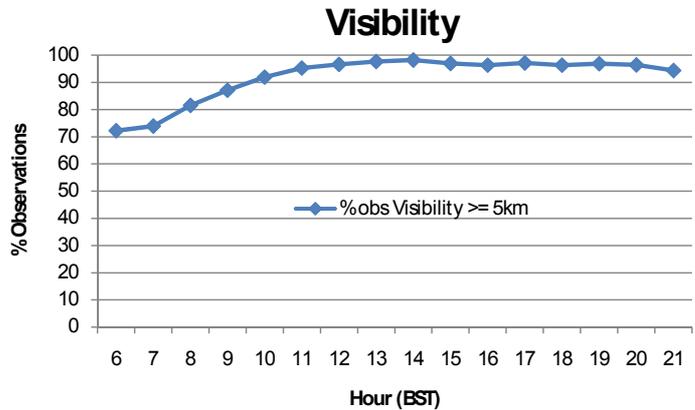
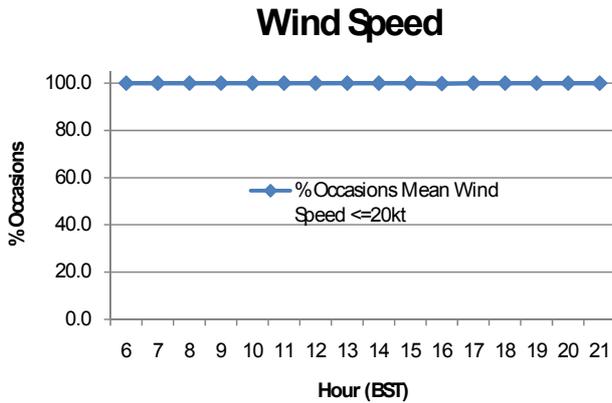
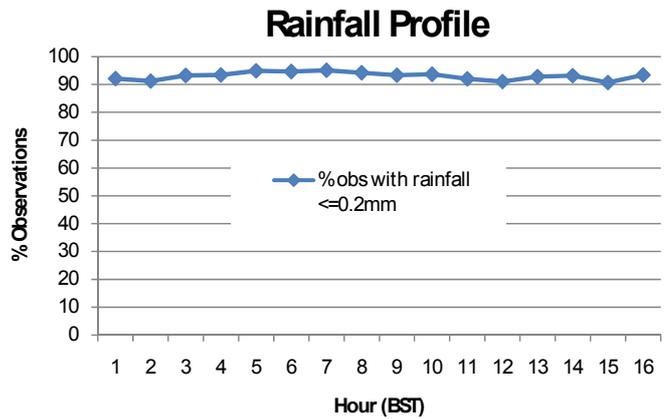
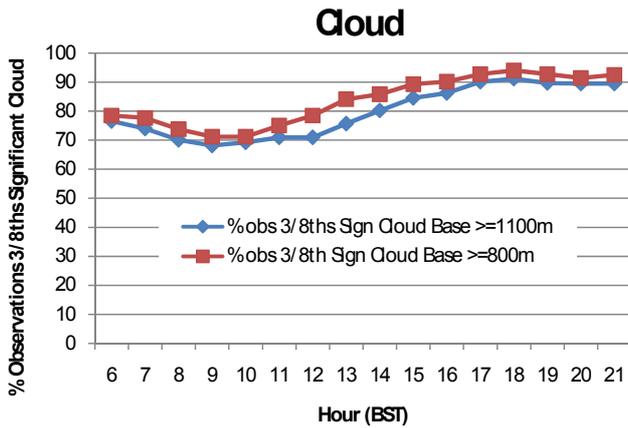
North Up



Appendix 2:

Weather Statistics:

Average Weather Patterns for August at Silverstone (1993 to 2007).



These statistics summarise the results of hourly weather observations taken each hour every day during August over the last 15 years.

Data provided by the Met Office, UK. Oct 2007.