

Kazakhstan PG Association Bid of Application to Host:

2026FAI Asian-Oceanic Paragliding Championship





Bid Information

1. **Name of Championship :...**

2. **2026FAI Asian-Oceanic Paragliding Championship**

See FAI document: Naming FAI Competitions available at: <http://www.fai.org/fai-documents> under Organising an Event.

3. **Location(s) of Championship :**

Tekeli, Zhetysu region, Republic of Kazakhstan

...

4. **Proposed Dates of Championship :**

...

June, 2026 Please tell when you can finalize the dates

5. **Competition allowing the organiser to bid: FAI Cat.1 cross country event**

...

The following events were held as FAI Cat.2 in XC in last year.

2023 Spring championship of Kazakhstan for Cross Country FAI Cat.2 (20 pilots)

2023 Zhetysu Cup for cross country, FAI Cat.2 (20 pilots)

COVID lockdown followed Russia-Ukraine situation made a breach in XC events in Kazakhstan, as traditionally XC competitions here were filled with CIS pilots the majority being from Russia.

So now we are rebuilding this discipline almost from scratch and hope that holding FAI will revive this sport in our country and the whole region.

All in all there were 47 Paragliding XC events held in Kazakhstan since 2003 of which 4 events were over 100 pilots and 22 over 50 pilots.

The last big PG XC event was held in 2019 with 101 pilot and 5 valid tasks.

Additionally we have big experience in Cat.1 and Cat 2 in PG Accuracy;

2016 4th Asian Paragliding Accuracy Championships FAI Cat.1 (54 pilots)
2022 4th Asian Paragliding Accuracy Championships, FAI Cat.1 (69 pilots)
2022 Accuracy World Cup-Taldykorgan Kazakhstan FAI Cat.2 (106 pilots)
2023 Accuracy World Cup-Taldykorgan Kazakhstan FAI Cat.2 (88 pilots)

State here which competition allows you to bid.

To be eligible, the NAC making the bid shall, as a minimum, have held a national championship or FAI Category 2 competition with a minimum entry of 50 pilots for Cross Country events or 30 pilots for Accuracy and Aerobatics events, on the proposed site(s) within the four years before the bid is received.

6. Local Organiser (LOC):

Alga paragliding club

Igor Virshki
+77715542876
virshkidavid@gmail.com

Party designated in the Organiser Agreement who will have contractual responsibility for organising the event, and will sign the Organiser Agreement.
The party has written approval and endorsement of the holder of the Sporting Powers (see point 6).

7. Sporting Power :

Federation of Kazakhstan Aeronautics (NAC)

Igor Virshki
+77715542876
virshkidavid@gmail.com

Party having the sporting power in your country.
It can be the National Airsport Control (NAC).
It can be another entity (a federation for instance) to which the NAC has delegated its sporting powers. If this is the case, a letter of information has to be sent by the entity to the NAC.

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The Sporting Power will also have to sign the Organiser Agreement.

8. Detailed Schedule of Championship

Free and official training days: **Day 1**

Registration: **Day 2**

Mandatory Safety Briefing: **Day 2**

Opening ceremony: **Day 3**

Mandatory training task: **Day 3**

Championship flying days: **Day 4-10**

Closing ceremony: **Day 11**

9. Organisers, Directors and Key Officials

Include brief note on qualifications, experience, languages, etc. For all events:

Organisation/Event Director: **Igor Virshki**

Meet Director: **Rustam Abubakirov**

Safety Director: **Yuri Medvedev**
Meteorologist: **Meteorologist from Kazakhstan Meteorological Administration**
Launch (or drop) Marshal: **Rinat Mazhitov**

For Cross Country:
Scorer: **Pavel Vinchuk**
Live Tracking Manager: **Pavel Vinchuk**
Goal Marshal: **Yuri Virshki**

10. CIVL Coordinator, Steward, Judges, Jurors

TBD

At the time of the bid, the CIVL Coordinator will be the CIVL President or the appropriate Committee Chairperson. If the bid is accepted, the Coordinator will be the CIVL Steward as soon as he is appointed.

In Accuracy, the Chief Judge and Event Judges will be appointed by CIVL in consultation with the LOC. The Chief Judge will then appoint other Judges in consultation with the LOC. All Judges should be the same at the test event and at the event.

In Aerobatic, the Chief Judge will be appointed by CIVL in consultation with the LOC. The Chief Judge will then appoint other Judges in consultation with the LOC. All Judges should be the same at the test event and at the event.

The CIVL Jurors will be appointed in due time by the CIVL Bureau.

11. Pilots Entry:

maximum number of pilots **130**

12. Entry Fee:

:

For Pilots: **450 EUR**

For Teams Leaders and Assistants: **350 EUR**

.

Entry Fee includes:

- Airport Pickup & Returns
- Transports to Take-off
- Retrievals
- Rescues
- Lunch Packs
- Pilot Packs
- Official Parties
- Tour (rest or rainy day)
- Breakfasts
- Discount Accommodation (to be specified)

Reminder: See Section 7 Common 5.1.2 for the minimum expected to be included in the Entry Fee. Define what will be optional or subject to additional charges, such as tow fees, retrieve, lunch packs, equipment hire, etc.

13. Test Event

Dates of Test Event : **June, 2025**

Pilot qualifications (open selection or specific criteria if any): **open selection**

Entry fee for Pilots, Teams Leaders and Assistants:

250EUR/pilot,

150EUR/Team Leader and Assistant

What is included in Entry Fee. (see 11. above)

Entry Fee includes:

Transports to Take-off

Retrievals

GPS Tracking & Rescues

Lunch Packs

Official Parties

Reminder:

See Section 7 Common 2.4.5 and 12.1.1 for general requirements.

See Section 7 Common 12.3.1 for the minimum International Participation required.

14. Launch sites

Add general comments on suitability of sites for proposed event, competition history, accessibility, availability, permission for use.

June in Tekeli is known for good weather and picturesque views, the place is perfect for both paragliding masters and novice pilots who are just getting used to the sky. During each of the last 2 competitions the pilots flew 3 tasks: 30, 50 and 65 km long.

In Tekeli there is two take offs - 800 meters and 200 meters, both can be used for different conditions.

It is known for one of the representative PG spot landing and cross country sites in Kazakhstan, which runs safe tasks for athletes of various levels.

For each site, list:

Take-off direction(s): N-E, N-W

Height above valley: 800m, 200m

Configuration, surface, size of take-offs and rigging/preparation areas: 60m x 20m size grass covered take-off

Hazards (cables, pylons, trees, etc.): None

Facilities (car park, shelter/shade, water, refreshments, toilets, etc.):

Refreshments, shelter/shade, toilets,

15. Distance/access to launch site(s)

Distance: 40 km from Hotel to Launch site

Road access: Buses, cars, or organisers trucks

Cable car or mountain railway to take-off area? None

Parking available part way up? Yes

Organiser transport arrangements to sites. Free organisers trucks/ busses will be arranged.

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16. Task flying area

Type and suitability of terrain: **Mostly natural mountains and valleys. No artificial structure.**

Unlandable and built up areas difficult to avoid. **None.**

Suitable goal landing fields and height AMSL. **85m x 55m wide and 230m AMSL goal landing**

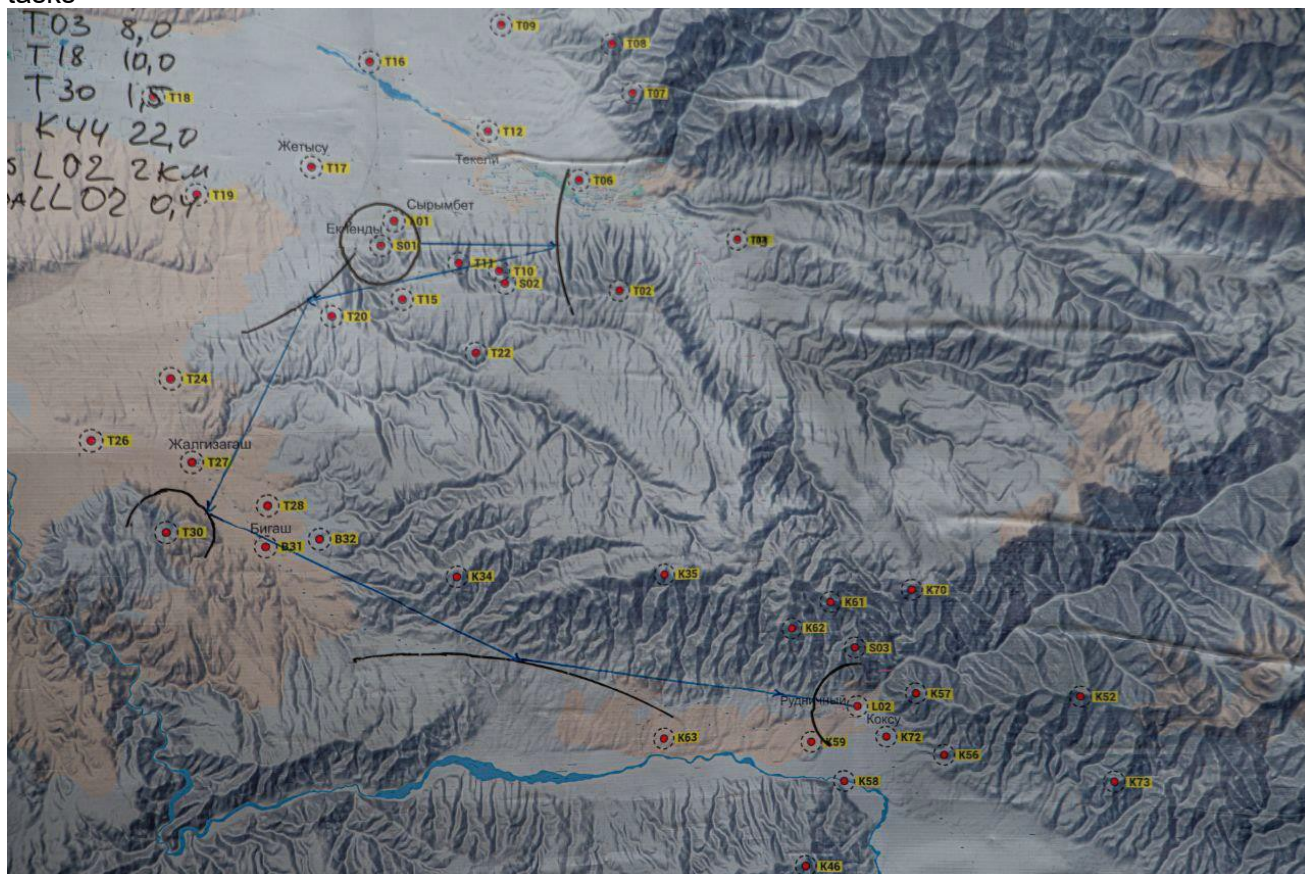
field

Suitable 'bomb-out': **There are suitable places to land when 'bomb-out'**

Local road quality for retrieves, road traffic problems. **Most of the local roads are paved and have no traffic problems.**

Any prohibited flying or landing areas. **None.**

Include a map or a link to an online map showing airspace, turnpoints, major features, typical tasks



17. Airspace

Free to what height above take-off and task flying areas? **4,500m AGL**

What limitations? Restricted/prohibited areas?

Military airspace is located 15km northwest ward from the launch site. However, tasks will be set south & westward from the launch site mostly, and organizer will communicate with control tower of the airbase right after every task setting for their NOTAM.

What permission or exclusions required? How likely to be granted?

Permissions from the aero control authority were granted every time without failure according to the requests of local organizers for their FAI Cat.2 events in this area. So no problem is expected for future also.

Frontier crossing arrangements?

None

18. 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.

Weather data and type of conditions to expect during the period selected for the event.

Recommended maximum wind speed: on launch and for task flying.

Most task times are centred around mid-day to late afternoon. Thermal conditions are variable up to 4~5m/s. Normally 1~3m/s.

Tasks are set to suit, usually 40~100km long total. For 2~4 hour on task periods.

Our highly experienced organization, task setting and safety teams will dictate suitable and safe task according to weather conditions.

June over Kazakhstan is normally the best period to fly with gentle and smooth conditions.

19. Meteorology

What arrangements will be in place for daily forecasts during the event and the relevant experience of the forecaster.

Details of satellite weather monitoring, most reliable web resources for forecasts, automatic wind station monitoring, webcams, etc.

Macro : All standard PG flight met & forecasting tools will be utilised for cross comparison. Eg. XC-Skies, Meteoblu, Windy, etc.

The most reliable weather forecast will be announced every day at the mandatory briefing by the meet director

20. Transport

Details of transport provided to launch, organisation vehicles, vehicles to be provided by competitors, etc.

How retrieve/check-in will be organised.

All access and retrieve transport will be provided to all pilots and team leaders/assistants.

Live tracking will be used by the organizer during the event, and this device will be helpful for the retrieve.

21. Safety issues In general:

Local meteorological conditions (areas of rotor, strong valley winds, etc.) or local terrain features (pylons).

Task setting/task style/scoring ideas to compensate.

Comments on pilot qualifications/skill levels required.

Details of any fatalities or serious accidents on the site or in the task flying area in the past 5 years.

Mountainous region with typical alpine thermic conditions with can be demanding and strong. However, generally it is not so aggressive during June.

- Ridges and valleys have areas of tree plantations and rocks .
- All task routes have options for safe valley landings.
- There are no specific dangerous areas.

22. Rescue/Medical Services

Information on experience of on-site doctor/paramedic, first aid arrangements, medical first response in tasks area.

Helicopter availability including response times.
Helicopter landing space for each site.

Dedicated medical service will be available on launch and goal. Rescue team including 3 doctors will be provided by the organizer. Helicopter availability- in negotiation with local government

23. Safety Management Plan

States here what your safety management plan will be.

Reminder:

FAI has published 'Guidelines in the event of a casualty or of a serious accident'. Please be aware of this document and its sections:

Advise Regional ATC Centre and also local ATC organisation.

Raise NOTAM.

Insurance to cover liability, rescue charges, etc.

Advise local police.

Advise local ambulance, hospital and other medical services.

Arrange medical doctor to cover the event also to cover any post-mortem examination and inquest.

Arrange site facilities, including a control room and incident room.

Appoint officials: Event Director and Deputy Director, Event Safety Officer, Public Relations Officer.

Investigate laws, rules and procedures that apply at the event site or sites, for accidents, injuries, fatalities and air accidents.

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.

- Organization team will establish strong FM radio communication network over the area to send emergency messages to all pilots.
- Organization team will establish monitoring system for all the tracks of pilots during the tasks.
- Organization team will operate its own rescue team including tree rescue.
- Organization team will call ambulance on launch and landing zone to
- evacuate injured pilot to local hospital.
- Organization team will establish emergency network between police, hospitals.

24. Transmissions

- Strong FM 2m VHF radio communication network over the area will be established during the event.
- Organization team will cover all uses of specific frequency during the event without individual license.
- Local SIM cards will be available at site.

25. Liaison with police, military, public services

- Local police, military, and emergency services are very familiar with PG accuracy and cross country events over 10 years.
- Organizer Kazakhstan paragliding federation has close liaison with them.

26. Insurance

- All pilots must have current comprehensive PG insurance cover for all medical, search & rescue, valid in Kazakhstan for repatriation to home country
- Also 3rd party liability for 1 Mil. US\$ for all pilots is required.
- Local short-term insurance for pilots can be purchased in local city- Taldykorgan.

Reminder:

The LOC must arrange insurance coverage in an adequate amount in connection with the event including public liability insurance meeting the applicable legal specifications.

This coverage must be presented to the FAI at the earliest opportunity.

The FAI, its respective directors, employees and assigned event Personnel must be designated as additional insured parties for liability claims.

27. Event Headquarters

- **Location and size of rooms for briefings, registration, equipment checks.**
 - **Office facilities: AV equipment, office equipment, communication systems (phones, wifi, etc.).**
 - **Internet access available for Officials.**
-

Internet access available for competitors. A public facility located in 1km from landing zone will be available for event HQ.

Main room has enough space for briefings to over 100 persons, and equipped with full AV and communication systems.

Network will be available for all officials and pilots. Free internet access will be available for all officials.

28. Local facilities

- **General outline of availability and average prices of hotels, camping sites, apartments and other accommodation.**
 - **Proximity from event HQ of: car hire, shops, restaurants/bars, repair facilities, etc.**
-

Average price of hotel is 20~50 EUR.

There are shops and cafeteria near the HQ

29. Competition website

- **Outline of the anticipated website design/content, which should be the main means of disseminating information about the 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.**
 - **An interactive online registration and payment facility is desirable.**
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All the information for the pilots will be uploaded on the official page of the competition on the CIVL website.

30. Visas, Vaccinations

- Will any FAI member be refused entry to the country?
 - Details of visas required for visitors from FAI member nations.
 - Details of any vaccinations recommended for competitors (or provide web addresses for information).
-

**All citizens from OECD countries can stay 30 days without Visa. Visa requirements for Asian countries vary.
If required, Organizer will provide invitation letter to attend the event to all registered pilots and members.**

31. Early arrivals:

- State any date before which competitors should not arrive.
 - Give details of arrangements for pilots if early arrival is possible (access to launch, etc.).
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**Pilots are free to arrive at anytime.
Official airport pickup will be served during three days and one day prior to the official training day.
However any official transport include airport pickup will not be provided for further early arrivals.
There is charge transport to launch by local PG club.**

32. 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.
 - List entry points that have already been contacted or notified.
-

Temporary importation of gliders and other competition equipment is not severe matter in Kazakhstan.

33. Medals, etc.

Medals and diplomas will be provided for free by CIVL, but transportation and custom are paid by the organisers.

**PG equipment and local products will be provided as additional prizes.
Souvenirs will be provided for all pilots, team leaders, assistants, officials, and staffs as well.**

34. Media coverage, merchandising

Event to be covered by local, regional, national TV, magazine, and newspaper.

**Documentary about the competition will be published in 3-4 mounts
Continuous full live tracking through own web media with results updates.**

Reminder:

Coverage produced by LOC or local partners may have to be provided to FAI for international use without any rights restrictions, limitations and costs. FAI retains the right to use any audiovisual coverage of the event without limitation in space or time.

Are also subject to FAI regulation as per Organiser Agreement (obtainable on request at FAI): international distribution; merchandising and hospitality rights; intellectual property, FAI marks and exposure, event logo, mascot...

35. Sponsorship

A paraglider manufacturer, Local ministry of tourism, and local hotels, etc. are expected as sponsors.

Reminder:

If the FAI requests exposure and the LOC has a specific possibility to secure event sponsors of the same products or services categories as the FAI main partners for a major sponsor position, FAI shall be contacted in order to agree on a solution.

FAI shall exercise its right up to 6 months prior to the event. Before this time limit, the LOC may ask the FAI to grant full release from this obligation or to specify which categories have to be reserved.

36. Finance

Funding of the event will be carried out mostly at the expense of the entry fees of the competitors, the local government and sponsors will carry out the retrieve and price giving expenses.

37. Any additional information in support of the bid:

Local Government is commenting that they are willing to welcome and fully support in any means if FAI Cat.1 event will be held in their area.

Alga paragliding club has financial support to encourage to host any International Federation cat.1 events. Organizer Alga Paragliding Club can apply and will be supported by the local government.

Name: Igor Virshki

Position in Organisation: Organizer

Date: January 9 , 2024



Signed:

Support Documentation

1- Letter of support from the NAC or delegated entity.

**«Қазақстандық авиация
спортының федерациясы»
республикалық қоғамдық
бірлестігі**



**Республиканское общественное
объединение «Казахстанская
федерация авиационного
спорта»**

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e-mail: paraglidingkz@mail.ru
БИН 140440022805


Исх.№ _____

«10» 01. 2024г.

LETTER OF CONFIRMATION

**We hereby confirm our willing support for the Alga Paragliding Club to host the
2026 FAI ASIAN OCEANIC PARAGLIDING CHAMPIONSHIP in Tekeli**

Position in NAC: General Secretary


A. Oxenenko


2- Letter of support from the local authorities.

**“ЖЕТІСУ ОБЛЫСЫНЫҢ
ДЕНЕ ШЫНЫҚТЫРУ ЖӘНЕ СПОРТ
БАСҚАРМАСЫ” МЕМЛЕКЕТТІК
МЕКЕМЕСІ**



**ГОСУДАРСТВЕННОЕ УЧРЕЖДЕНИЕ
“УПРАВЛЕНИЕ ФИЗИЧЕСКОЙ
КУЛЬТУРЫ И СПОРТА ОБЛАСТИ
ЖЕТІСУ”**

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10.01.2024 № 36-04-05/43-01

«Alga» Sports Club

LETTER OF CONFIRMATION

The Department of Physical Culture and Sports of the Zhetysu region hereby confirms that we will support the Alga paragliding Club in holding the ASIAN PARAGLIDING CHAMPIONSHIP in Tekeli in 2026.

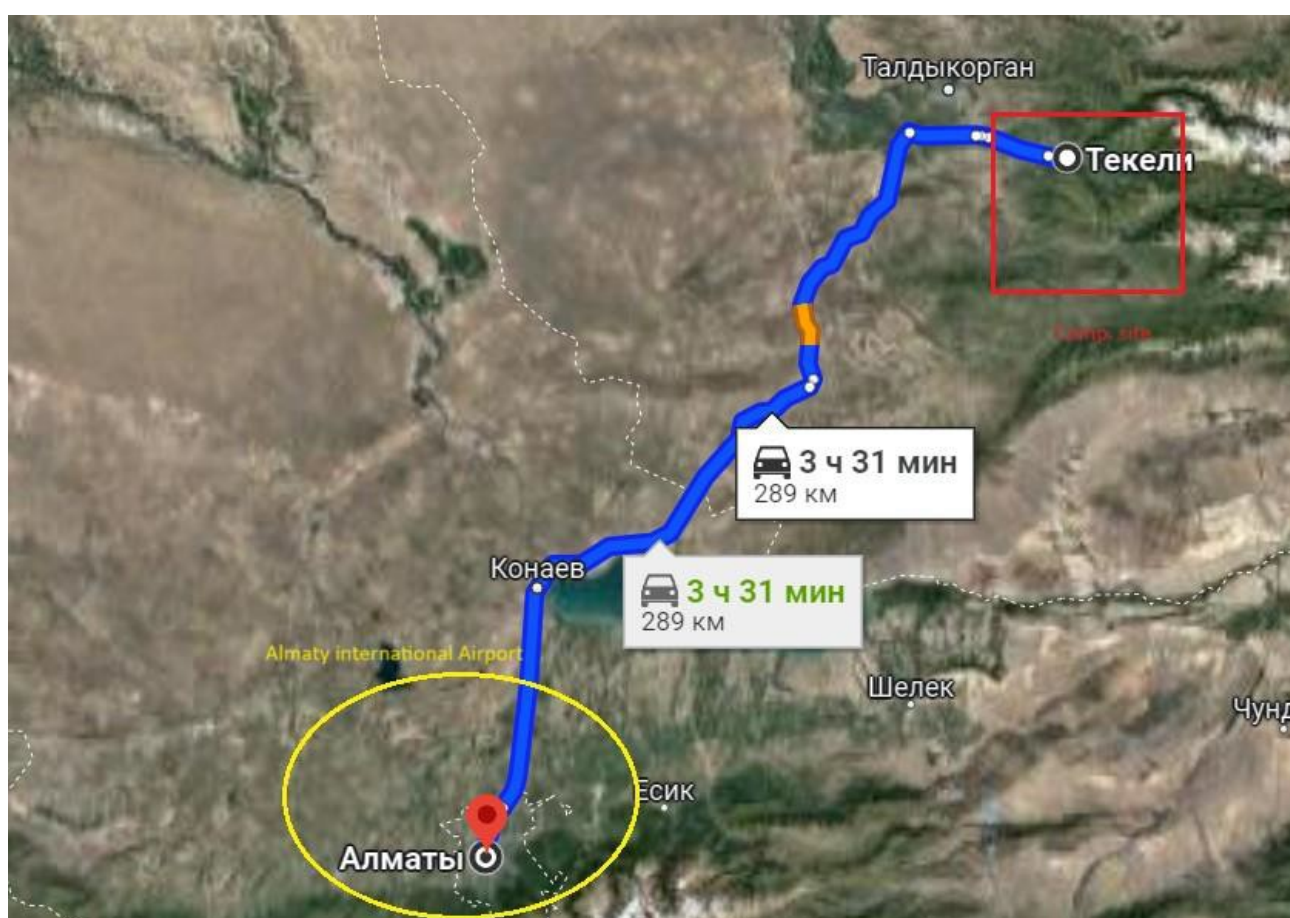
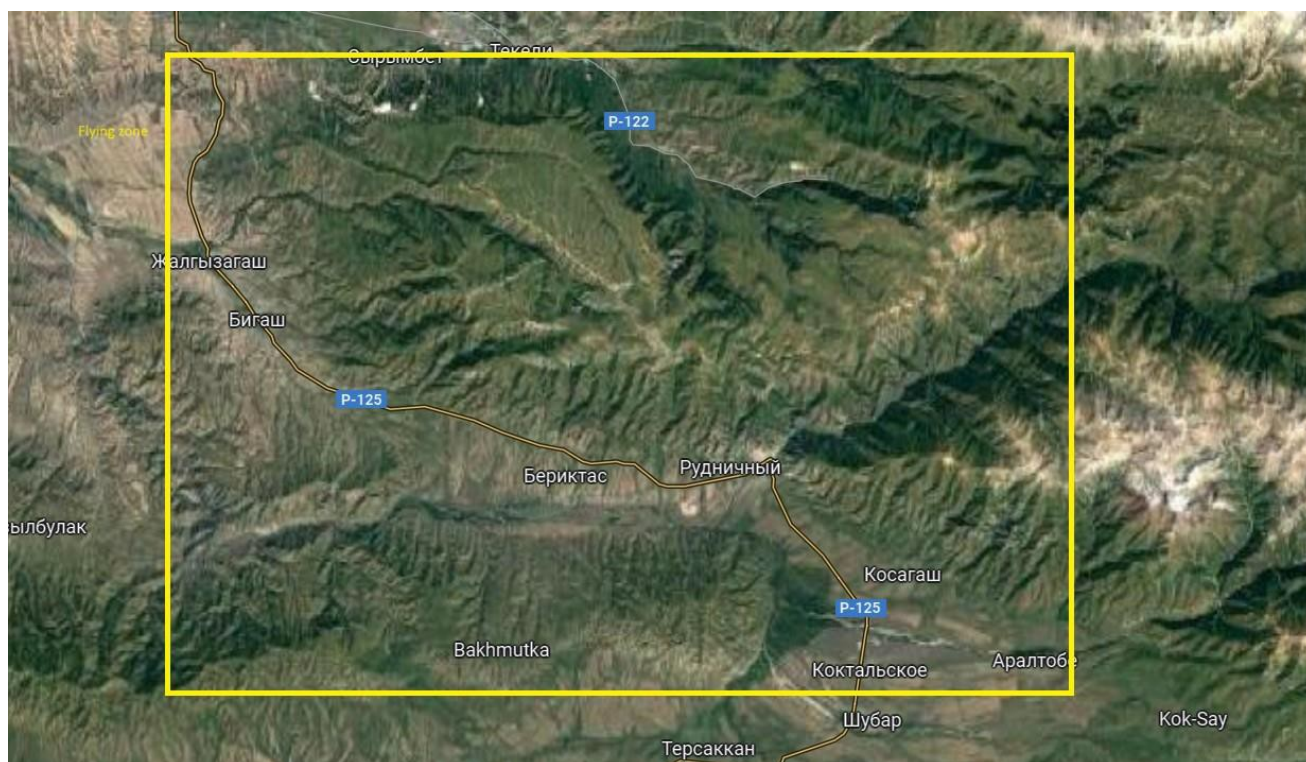
We assure all participants that they will be warmly welcomed and satisfied with the excellent flight conditions and hospitality of our region.

Head of the department



U. Ryskul

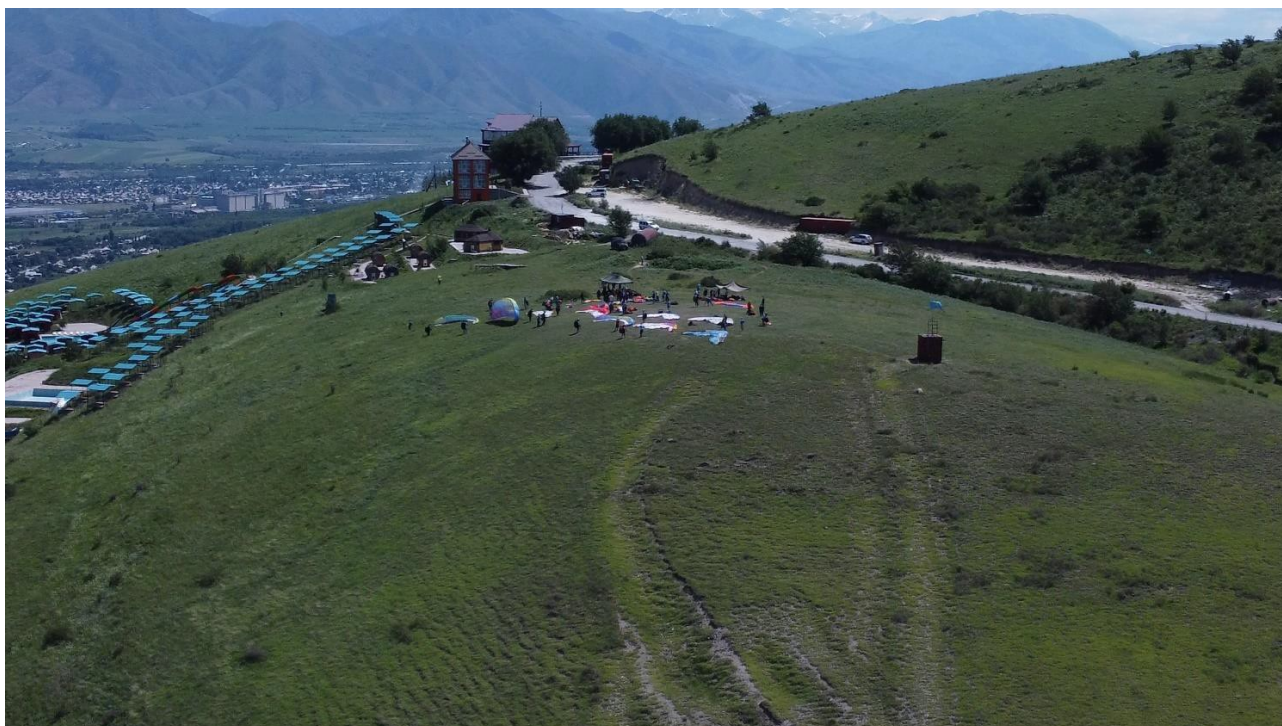
3- Map of the area



4- Take off 800 meters



5- Reserve take off 200 meters, could be used in strong conditions





7- Footage from previous competitions









8- Sample Budget

to CIVL First Category 1 Event Bid - Sample Budget		
To be adjusted according to disciplines		
PROJECTED EXPENDITURE		
Items	Euros	Notes
COMPETITION		
FAI Sanction Fee	5,600 €	See Section 7
FAI Officials (5): Travel, accommodation, meals, daily allowance, car rental	17,000 €	Allow for 2-3 days more than no of comp. days: 1.000 each travel; 50/day each food & lodging; 10/day x 3 jury allowance; 2 cars x 10 days rental
Rental of suitable HQ building/rooms/marquee for briefings (180 people+), meeting rooms, scoring room etc.	500 €	Local town may offer free use of suitably sized and furnished building.
Rental/buy IT & equipment for HQ, launch, goalfields/target etc	100 €	Consider IT requirements, computers, software, printers & wifi, phones/mobiles, noticeboards will be provided by the organizers for free .
Road to the take off repairment	200 €	
Tshirts	2,000 €	Count in pilots, team leaders, drivers, staff, volunteers, press,
Trophies, day prizes, gifts for pilots	1,500 €	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	4,000 €	PG comp: transport normally included. Factor 3 buses and/or 2 trucks. HG comp: transport for staff, press, reimburse fuel for volunteers
Medical services (doctor, paramedic, ambulance etc)	500 €	Wholly dependent on what is available or can be negotiated locally
Option: Rental & cleaning of portable toilets	100 €	
Option: Weather forecasting (presentations, daily soundings etc)	50 €	Wholly dependent on what is available or can be negotiated locally
Option: packed lunches or snack/water for pilots/TLS	2500 €	Allow 3€/flying day/person
PERSONNEL		
Fees for Meet Director, Safety Director, Event organiser, Launch Marshal, Scorer etc.	13,200 €	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	300 €	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	2000 €	Buffet for 200+ people, music/entertainment, flags, decorations. This is a suggested minimum. All of this expenses will be covered by local government
MEDIA & PROMOTION		
PR or Press person/services prior to & during event	200 €	Local tourist office or local authority people may help. Should have someone handling press during the event.
Official blogger, photographer, video cameraman, film maker	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	1000 €	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	200 €	According to budget.
TOTAL EXPENDITURE	51,450 €	
PROJECTED INCOME		
Items	Euros	Notes
Pilot fees	45,000 €	100 X 450€
Team leader fees	7,000 €	20 X 350€
Sponsorship	1,500 €	
TOTAL INCOME	53,500 €	

