Air Navigation Race Subcommittee Meeting

2017 GAC Meeting – Paris

AGENDA
Air Navigation Race subcommittee, Paris 2017

09:00-13:00

Welcome and roll call of the members and guests

Lock back 2017 WANRC Castellon, Spain

Suggestions of competitors and officials

ANR Rules & Regulations Amendements

Coffee break

Bid of Portugal for WANRC 2019

List of International Jurors and Judges for ANR

Miscellaneous…

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Impressions
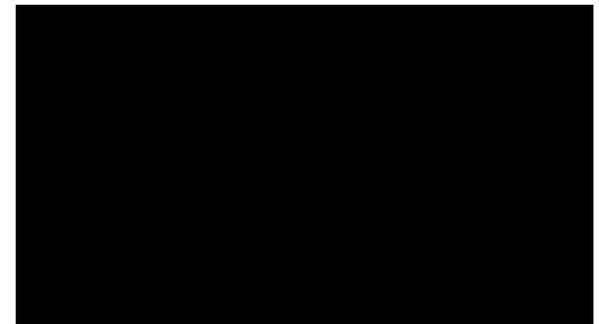
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#	Armin	Chris	Filipa	Frank	Heini	Mary	Rodney	ANR R&R relevant [Yes/No]	ANR R&R Section	ANR R&R Text or Remarks
General	Sofware analysis	na	Bid for WANRC	na	na	na	na	na		
1	na	Landings. Make penalties more equal by (a) increasing landing penalties or (b) decreasing nav penalties. Maybe do a scored landing after nav, per rally rules. Or, don't do any landings at all. (But, spectators in Castellon enjoyed it!)	na	na	The weighting of the landings for the title of the Top ANR Champion must be reconsidered. Landings are rated too weak. This means that the master will automatically become the top ANR champion in navigation. That should not be. We'll have to play with the results, and once we're going to score the landings by a factor of 10 or 20, and then see what that does in the leaderboard.	na	Landing scoring the current penalties for Navigation and landings are out of proportion After 4 nav route the penalty totals are very big numbers Reasonable landing penalties are in the range of maybe 0-50. So the addition of landing penalties to the nav penalties is unlikely to change the order. I suggest that landing penalties are multiplied by at least five..Or the nav penalties reduced to1 per second instead of 4 per second. Thus make the landings an essential part of the event.	yes		
2	na	Much better and fairer that all crews fly same course as in Castellon. So delete all references to multiple parcours. (an observation...rules are in English but "parcours" is not an English word! Sorry!)	na	na	The system flying in line has undermined the attractiveness of the ANR. In the future it will be necessary to fly again with 2 - 3 or 4 corridors to keep the race tension.	na	Stay with the Castellon formula of one start gate and all following same route. Delete the max 4 gates and the concept of parallel tracks.	no		
3	na	Eliminate references to quarter/semi finals, final four etc. Winners are crew with fewest overall penalties.	na	na	na	na	Delete the quarter and semi final Delete the Final Four. All pilots fly all routes. As many as can be provided and flown in the given time. Lowest score is the winner!	no		
4	na	Consider some form of quarantine system (jail!) to prevent crews deducing the parcours and practising it.	na	na	I have been told by pilots that the ANR LIVE was used to program a course in advance via Google Map. Time was enough in the hotel. The last flight of the male Portugal team was so suspect, as this team suddenly surprisingly correctly flown. I suggest that for the time being again an isolation be introduced for all pilots who are waiting for their start. With prior luggage control and sealing of the IT parts. With a kickoff system this would not lead to long waiting times. The rules for isolation must be included in the R + R	Quarantine should be applied	Quarantine system perhaps to prevent later pilots from 'flying' the route on Google earth from having worked it out from the big screen . This happened effectively in Castellon.	yes		
5	na	Sort out software situation. Which is official? At debrief in Dubai crews had printout of track and penalties. Nothing in Castellon. Why not?	na	na	na	Must hand crew a provisional hard coy result after each debrief	na	yes		
6	na	Consider dropping "Race" from title. "Air Navigation Championship" "Navigation Flying Championship" " Air Navigation Accuracy"	na	na	na	na	Maybe from the word 'Race' from the title. Is Not a race. It is a Navigation championship. Race puts off newcomers. Race causes insurance questions that have to be answered? "World Air Navigation Championship"	no		
7	na	na	na	I have been considering the dramatic rise in our scores when moving from a 0.3 Nm corridor to a 0.25 Nm corridor. In a Cessna 150 with limited forward viability we probably cannot use the centre 300 m for accurate navigation, however a Tecnam has a much better forward visibility and they could probably use this centre portion of track. So as the corridor narrows,the choice of aircraft will become a significant factor. (The same is true with the landings, heavy old metal is easier to spot land that light efficient metal or composite) I have been considering the dramatic rise in our scores when moving from a 0.3 Nm corridor to a	na	na	na	no		

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A.0.1.5 In case of more than one gate all the corridors must be flown by each crew *-> implemented*

A.1.2.11 NB line *-> deleted*

A.1.2.13 1:150'000 *-> implemented*

A.3.3 The Air Navigation Race test includes at least two navigation rounds *-> implemented*

A.4.5 Before adding the landing penalties they will be multiplied with a factor of 10. *-> implemented*

A.8.1.6 Maximum penalties 300 *-> deleted*

B.6.10 no sharing *-> deleted*; The Competition Management must provide the necessary number of aircraft and those aircraft will be made available to all pilots. *-> rephrased*

B.9.7 Start numbers at the qualification round to be drawn by the pilots *-> deleted*; The Competition Management can declare an isolation area for the pilots before / after flying. In the isolation area only a screen without a map will be shown and all kinds of electronic devices are forbidden. *-> implemented*

B.13.4 The individual results with all maps and flight plans will be returned to each competitor as soon as a qualification round is declared as closed. *-> implemented*

C.16 ANR Checklist *-> implemented*
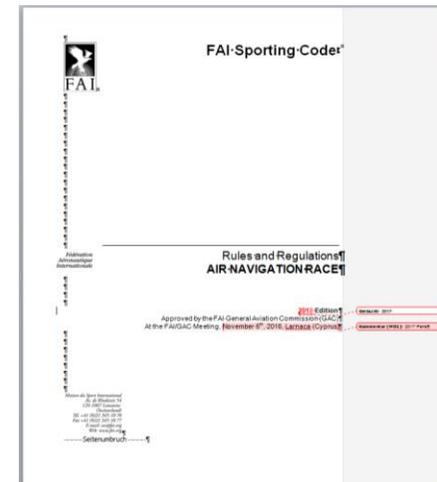
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2nd FAI
WANR
WORLD AIR NAVIGATION RACE
SANTA CRUZ BEACH - PORTUGAL
2019

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- Jesus Mas Spain, Juror / Judge
- Pedro Cabanero, Spain, Juror / Judge
- Heinrich Schawalder, Switzerland, Juror / Judge
- Jean Birgen, Luxemburg, - / Judge
- Arnold Grubek, Germany - / Judge
- Art Greenfield, USA, - / Judge
- Juan Ramon Alvarez, Spain, - / Judge
- Petri Hiltunen, Finland, - / Judge
- Maurice Ducret, Switzerland, Juror / Judge

Form Appendix D1&D2

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Open discussion
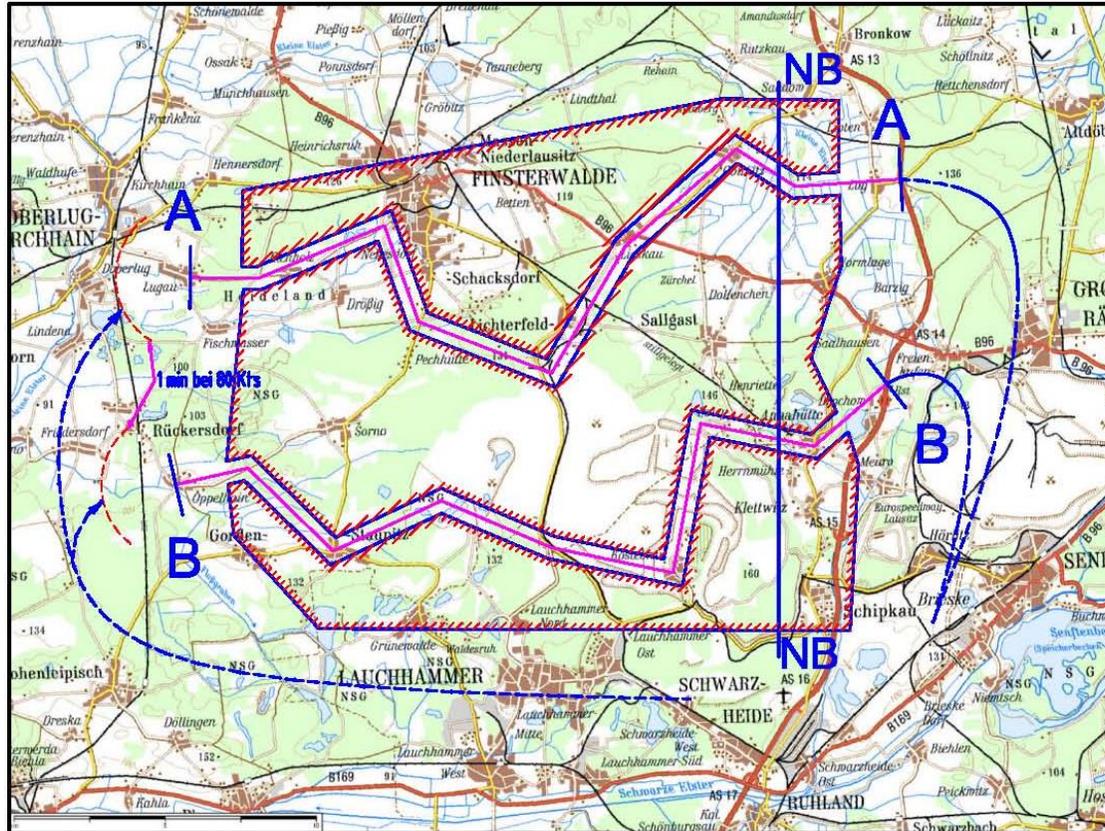
	Dist.	*TT*	EET	ETO
T0				
SP				
TP1				
TP2				
TP3				
TP4				
TP5				
TP6				
TP7				
TP8				
TP9				
FP				
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Airways = 0.4 NM
Time = 12' / 80 Kts
Dist.= 16 NM

FAI PFA AIR NAVIGATION RACE
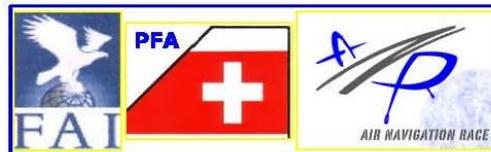
2011
Test-Parcour
Schipkau

Scale 1:200'000

Name	John DUCRET
Date	September 2011
Visum	Maurice DUCRET

SCHIPKAU

My coordinates

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… or just 47.05907°N / 7.62792°E ☺