

2nd FAI ANR

WΔNR

CHAMPIONSHIP

WORLD AIR NAVIGATION RACE
SANTA CRUZ BEACH - PORTUGAL
2019

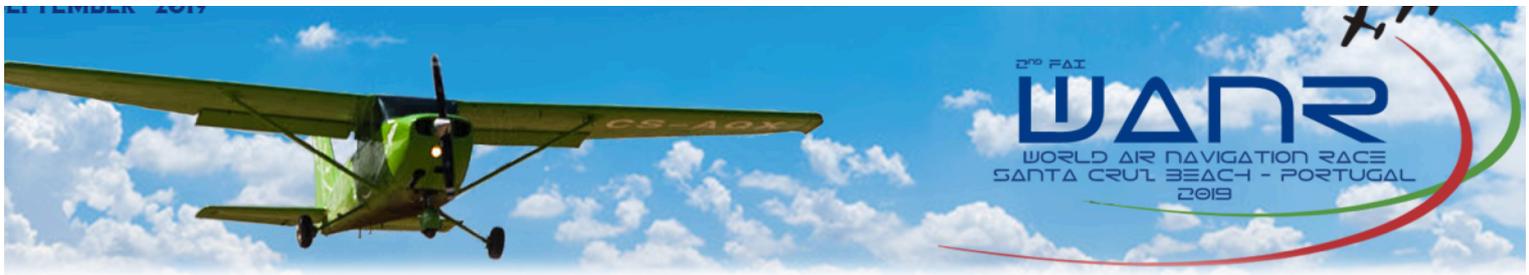
2nd FAI WORLD AIR NAVIGATION RACE CHAMPIONSHIP 2019

COMPETITION DIRETOR REPORT

SANTA CRUZ BEACH AIRFIELD (LPSC) – PORTUGAL

SEPTEMBER 5th to 14th 2019





Dear Mr. President, Delegates and Friends,

I write this report as a Competition Director of the 2nd FAI World ANR Championship, that took place in Santa Cruz Beach Airfield (LPSC), Portugal, between 5th and 14th September 2019.

Because this is only the 2nd World Championship of Air Navigation Race, I consider important to detail this report because this sport is in the Learning Curve and its important to detail the Organizer Actions and Challenges for help future ANR World Championship Organizers with Lessons Learned.

In total 43 crews, from 17 countries becoming 3 Continents, participated in this championship and for the first-time countries such as China and Saudi Arabia were very welcome in this 2nd FAI WANRC.

In total there were around 500 flights (Training and Competition), with more than 20 aircrafts involved.

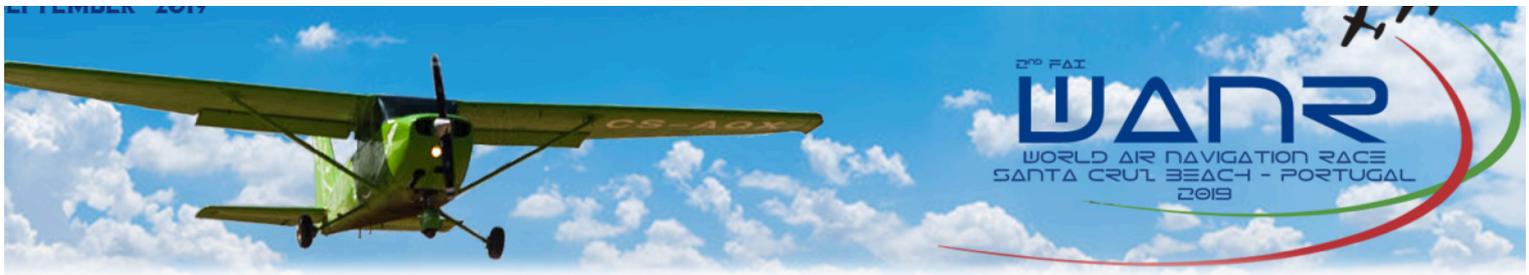
ORGANIZATION CHALLENGE

Our Organization had the challenge to increase standards of World Air Navigation Race previous competition, by creating parallel tracks and allowing teams to fly 2 times per day.

That meant to pass from 28 flights a day from previous World Championship to 86 flights a day, creating enormous operational challenge:

- Competition Maps/Envelopes
- Scoring
- Airport movements
- Refueling
- Maintenance issues and adequate assistance





QUALIFICATION FORMULA

In order to guarantee minimal safety standards for Parallel Track Flight, Organization need to create a new Competitors Qualification Process.

The qualification formula also takes into account a survey with several competition pilots, that concludes pilots prefer to have more flights possible during competition, instead of Few and Longer Flights.

After several test and brainstorming performing during the previous months before the competition organization decides to implement the following Qualification Formula.

-First Two Competition Days All Crews Flew 2 times (North Track and South Track)

-On 3rd Competition Day only the best 20 Crews were qualified to Fly Navigation with close parallel tracks.

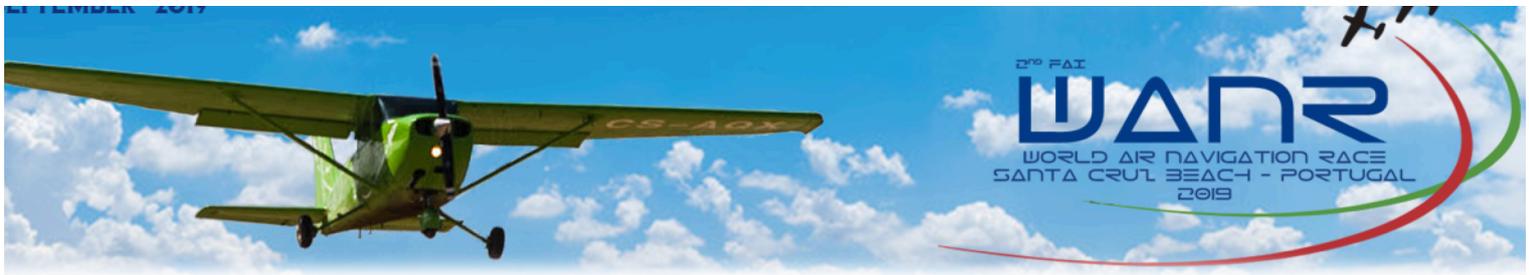
(This allows a minimum level of navigation Accuracy that allows for parallel track competition with a acceptable Safety Risk)

The remaining Crews that were not qualified for Navigation on 3rd Day, had training slots available for landing Practice (Only Two Landings allowed).

This allowed that all Crews have the same number of flights and Landings during competition, before Landing Test.

-On 4th Competition Day the best 2 Navigation Crews runs a final with a special parcours in the morning and during afternoon the Landing Test were performed for All Teams.





LICENSE VALIDATION

Organization have 11 Non EASA Crews for License Validation from South Africa, Russia, China and Saudi Arabia.

Several meetings were made by the Organization with the Portuguese National Civil Aviation Authority in order to be able to guarantee the requested authorizations in due time.

For non EASA licence, validation flights made from 3rd September, so countries such as Russia, South Africa, and China could start their flights as earliest as possible, as other EASA pilots and competitors.

Only Saudi Arabia took longer (second day of training) due to some delay from the Saudi Arabia Pilots sending the correct documents, even after several requests from the organisation.

TRAINING FLIGHTS

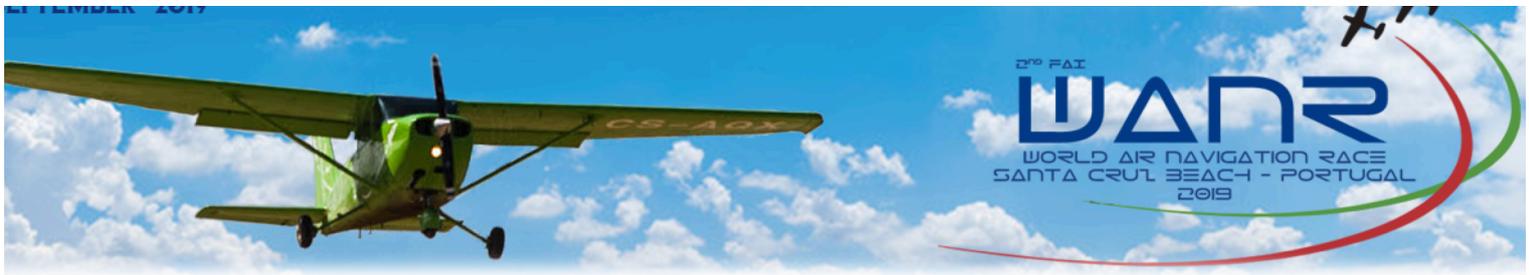
Organized Training flights arranged in a competition look-a-like, with Starting Lists and envelopes with Training Parkours. All teams have at least 2 flying opportunities each day.

Live Tracking With 30 minutes Delay were provided for training flights, allowing the crews to see the track just after landing, for self-evaluation and debriefing.

Organization had also monitored the training flights for crews to see if there were gross navigation errors that could endanger other aircrafts.

Special Debriefing were made with some crews after in order to share information and recommendation for best practices, that could minimize collision with other aircrafts.





Organization were flexible to create Extra Training Slots, after several request for the teams that allows to maximize the Training Flights Possibility.

OPENING CEREMONY

Mr Hans Schwebel, FAI-GAC Vice President, officially opened the 2nd FAI WANRC with the standard Program according to the FAI procedure.

The opening ceremony took place in Santa Cruz Beach Airfield, with more than 1000 spectators, followed by Air Show that started with Aeromodeling demonstration just before the flights of Military and Civil Air Patrols.

Portuguese Air Force also support the event with the presence of Lockheed Martin F-16 Fighters, Airbus Military C-295 Transport Aircraft and a Squad of 4 Socata/Aeroespacial TB-30 Epsilon.

COMPETITION

The competition went was planned.

Only on 2nd Day of Competition, due Moderate Winds, organization decide do cancel the Afternoon Flights for Safety Reasons.

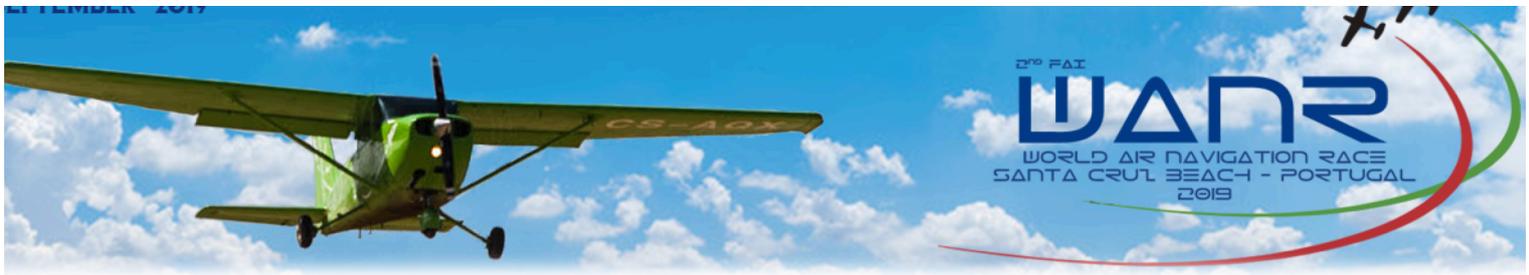
RENTAL PLANES

10 rental aircrafts plus 1 for backup, available for the competitors without own aircraft.

Organization was able to comply also with the type of aircraft chosen by the country on the Entry Forms.

Always a big issue in every competition that we were be able to manage in due time, from the beginning of the training days.





MAINTENANCE

Several times requested to solve problems during competition, in the local and in due time, for private aircraft.

Aircraft Washing Station to wash all the aircrafts (Private and rental) on the end of competition was also provided by the organization.

Accuracy Landing System

German Landing measuring System with Cameras, were used for judging according to Local Rules with Hans Pietsch and his team, Judges, helpers and supporters. Many thanks to all.

Accuracy Landing System was also available before landing competition for crew better evaluation and de-briefing.

Weather

We had a good overall weather, that allowed teams to flight in every days of the event (Training + Competition)

Communication

WhatsApp Group (WANR2019 Official Info) and alternative ways (for China competitors) was created to improve communication and to share General information during the competition besides the usual Information Board in the Hangar

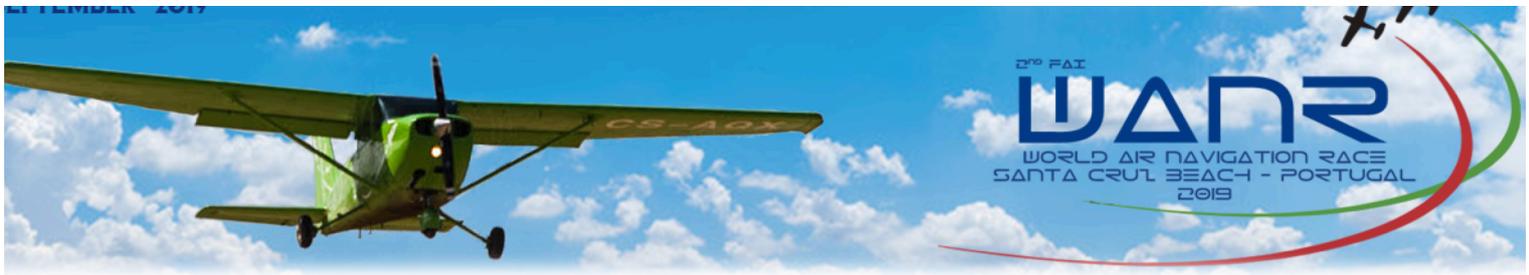
Accommodation/Mobility

Several Hotel facilities walking distance from airfield

Also transportation was provided by the Organization, bicycles for the crews

Meals provided in the airfield and hotels





Extras

An Official Car was arranged for advertising and support the event.

Extra Gifts for the crews, supporters, officials and all the helpers were provided by the organization, such as reflector vests, besides the usual T-shirts and City souvenirs.

Organization Provide Customized Reflector Vest, for each Country, Staff and Judge and Jury.

Closing Ceremony

The Medal Ceremony was presented to the winners in a historical place in the city of Torres Vedras (Museu Municipal Leonel Trindade-15min Bus) with the presence of high personalities from Portuguese Air Force, City Mayor, etc

The closing gala dinner took place in a winery where the participants could experience a visit to the deposits and live production.

Closing Ceremony was closed by Mr. Hans Schwebel, FAI-GAC Vice President,

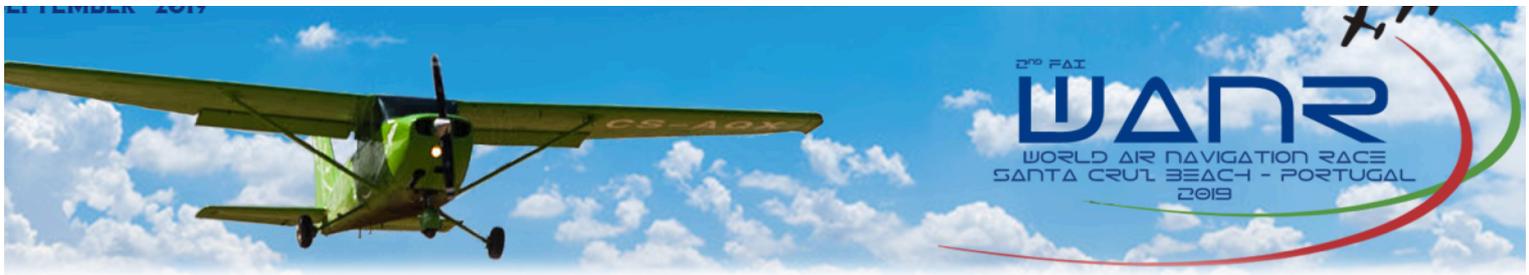
Sanction Fee

Amount of Sanction FEE was calculated by President of International Jury and checked by Vice-President of FAI General Aviation Commission. According to the decision of GAC FAI, the organizer paid EUR 50, - for every competitor (pilot, navigator). The amount EUR 4.300 was paid to the FAI GAC account during the Championship.

The competition was declared valid in accordance with de FAI Sporting code, Rules and Regulations. The results were verified and valid.

The International Chief Judge, Mr Maurice Ducret, announced all final results in the ceremony.





LIVE TRACKING

Live tracking was provided by FLYMASTER, that's a world lider in Live Tracking and avionics for paragliding sports and also a partner of FAI CIVL Commission on Paragliding CAT I Events.

ANTI-DOPING

Organization was contacted by Anti-Doing Control from FAI, informing that the 2nd WANRC would forecasted to be a anti-doping control, and organization should provide all request by FAI.

ACKNOWLEDGMENTS

I would like to thank to all the Officials of this Championship all the international judges, all my enthusiastic staff, for their excellent co-operation and all the pilots and the navigators for their behaviour in the spirit of fair play. Special thanks to Armin Zuger who was with us for the first time.

Santa Cruz, November 2019

Kind regards,

João Francisco

Competition Director

