
Report 2020 FAI GAC ANR Subcommittee Meeting

Date: 31. October 2020

Location: ZOOM Meeting

From: Maurice Ducret, FAI GAC ANR Chairman

Participants

#	Firstname	Lastname	Country
1	Maurice	Ducret	Switzerland
2	Armin	Züger	Finland
3	Heinrich	Schawalder	Switzerland
4	Jesus	Mas	Spain
5	Pedro	Cabañero	Spain
6	Vicente	Nebot	Spain
7	Pere Joan	Nogueroles	Spain
8	Alberto	Díaz de la Quintana	Spain
9	Christos	Limnatis	Cyprus
10	Marcus	Ciesielski	Germany
11	Laurent	Schneider	Luxembourg
12	Kiko	de Carlos Espinosa	Spain
13	Marcin	Skalik	Poland
14	Adèle	Schramm	France

ANR Year 2020

Due to the actual circumstances most of the local ANR events are canceled or shifted. At least we received the information from some Countries that they had the chance to run some local ANR Events, e.g. Spain, France, Lithuania and Norway. Pedro shared some impressions and thoughts from the ANR China Event 2019 with us.

The GAC bureau received the Bid of Hellenic Aeronautical & Airports Federation – Cyprus Airports Federation for the FAI 3rd WANR Tympaki - Crete, May 27 to June 5 2021. Decision taken by GAC bureau: To request the Hellenic Aeronautical & Airports Federation to shift WANRC into another year. Reasons among others: Number of suitable aircraft in Crete and fitting in GAC Raster. When and if WANRC Tympaki - Crete will take place is not known at this time.

ANR Rules & Regulations Suggestions and Amendements

In total 19 Proposals received from France and Spain. The proposals were included in the ANR SC list (Attachment 1) and discussed during the ANR Sub Committee (SC) Meeting. For 16 proposals already a decision by the ANR SC Members could be made.

The remaining three ones will be discussed in a separate Workshop during Wintertime. An additional Workshop or more will follow to review the revised ANR Rules & Regulations Document (ANR R&R).

The Proposals mainly deal with inputs for the Local Rules. The additions to the Local Rules are intended to ensure that the processes, e.g. qualification process, are well defined at an early stage and secondly that the Organizers have better support in creating the Local Rules.

The ANR Rules & Regulation Document will receive a major Update. The Landing Appendix GAC Document will be listed as Reference document so some Landing specific sections will be deleted in the ANR R&R. Further the ANR Rules & Regulations Document undergoes some text corrections and cosmetic adjustments.

With all these adjustments the ANR Rules & Regulations Document will then be ready for release till the GAC Meeting 2021 in Stellenbosch, SA.

Proposals from Poland are to have a focus on live tracking, live scoring and wide broadcast on the internet. This will be discussed further in the ANR SC how we want to proceed there, e.g. Workshops, individual Tasks.

My ANR

Kiko presented an interesting new way to practice and compete ANR. Going live of the App (Android) and the Webpage to be expected soon. Link to the presentation movie:

<https://www.youtube.com/watch?v=CRoS0q16QdE&feature=youtu.be>

ANR Scoring Software Updates

Renewed installation package:

- This fixed the installation errors, reported by users in Cyprus and Norway in Summer 2019)
- **Status:** Released Summer 2019

Improvement ideas based on WANR Torres Vedras:

- Status: early stage of development
- Invalid date format in *.gac files (when using FFA Sky-Trak software + Renkforce)
- Possibility to adjust date/hour (problems with DG100 loggers/reading software)
- Starting list printout to include Start/End of briefing
- **Status:** Early stage of development

Improvement ideas based on FAI GAC meeting Billund:

- Implementation of rounded corners instead of sharp corners
- **Status:** Development not yet started

Some bug fixes:

- Scaling bug reported by users in South Africa
- **Status:** Open

Unfortunately there are no ANR Events listed in the GAC Raster right now. Question for you: Isn't there a possibility to Organize an ANR Event in your Country? Please inform me about visions, possibilities and ideas. Thank you in advance!



Maurice Ducret

FAI GAC ANR Chairman

#	France	Spain	ANR R&R relevant [Yes/No]	ANR R&R Section	Local Rules [Yes/No]	Local Rules Section	ANR R&R Text or Remarks	Remarks/Decision taken by ANR SubCom
1	Wind : Add to the rules a maximum head or tail wind strength in the direction SP - FP		Yes	tbd	No	na	Proposal will be made by ANR Chairman. ANR SC will review the proposal.	Decision already taken 2019: Wind cannot be given for each leg of the track. Recommendation: Organizer to take wind speed and direction into consideration for route planning). Also participants to verify that a/c fulfill given speed requirements to reconider ANR R&R
2	Informations to be specified 4 months in advance or in bulletin #1 (if not mentioned in the rules) : - Scale of the map - Ground speed - Number of navigations and running of the competition (stages towards final)		No	na	Yes	tbd	Proposal will be made by ANR Chairman. ANR SC will review the proposal.	To include in Local rules
3	Jury : Competition director, chief judge and jury member should come from three different nations, to ensure a high level of sportive credibility.		Yes	na	No	no	To implement as recommendation. Proposal will be made by ANR Chairman. ANR SC will review the proposal.	To include in ANR R&R
4	Presentation of the competition map : - avoid coloring the area outside the corridor as it would enable a better reading of the map. - add a "waiting/circling area" slightly colored in front of the SP (main advantage is to have a direct information of the SP location and then avoid an opposite way route by competitors)		No	na	Yes	tbd	To include a sample. Proposal will be made by ANR Chairman. ANR SC will review the proposal.	To include in Local rules
5	Shape of the corridors : at turning points the corridors should be round (arcs with a radius equal to the corridor width). Please see below. This is the only shape corresponding to a constant width corridor. If it's not technically possible to implement such shapes, then the shape should be mentioned in the local rules. 		No	na	Yes	tbd	Proposal will be made by ANR Chairman. ANR SC will review the proposal.	To include in Local rules
6	Landings : the 10 times coefficient is disproportionate. You can find in the attached file some statistics on the last championships in rally and precision flying as well as in ANR. One landing in Santa Cruz represented on average more penalties than one navigation, while it's usually between 10 and 15% of one navigation. More details in the file. Performing 4 landings as in precision flying without a coefficient would be more balanced and less uncertain.		No	na	Yes	tbd	In case of two landings -> to double the penalties. Four landings no factor will be used. Proposal will be made by ANR Chairman. ANR SC will review the proposal.	To include in Local rules
7	Overall ranking : it should be established based on all navigations (flown by all crews) and all landings. This would reward regularity. Moreover taking only the best navigation into account cannot be really fair as the width of the corridor is being reduced day after day. Is rewarding a crew who did 0 in a 0.5Nm corridor rather than one who did 10 in a 0.25Nm corridor really ok ? And if one crew runs the very first navigation with 0 penalty ... they do not need to fly the remaining navigations because they already "did the job" for the podium.		No	na	Yes	tbd	7 & 8 linked. Proposal will be made by ANR Chairman. ANR SC will review the proposal.	To include in Local rules
8	General running of the championship : the TOP20 / TOP2 formula that was used in Santa Cruz is not satisfactory. After a group phase, having 16th, 8th, 4th, semi-finals and a final would be less abrupt. The detailed start list of the kick-off phase would of course depend on the number of participants and shared plane, but having each time 4 crews race against each other and keeping the best two could be a nice option. According to the time allowed regarding the number of participants, the eliminated crews should fly again for ranking, and because most crews want to fly as much as possible during a championship.		No	na	Yes	tbd	7 & 8 linked. Proposal will be made by ANR Chairman. ANR SC will review the proposal.	To include in Local rules
9	- Navigation's briefing : indicate for each navigation what will be the width of the corridor.		No	na	Yes	tbd	same as #2	To include in Local rules
10	- Live tracking : - show only the corridor on the live tracking, no maps at all ; a blank background and no airfield (relative position to the corridor) - implementing the possibility of shifting in time each plane separately to show for instance two planes flying "together" on the route		Yes	tbd	No	na	Proposal will be made by ANR Chairman. ANR SC will review the proposal.	To include in ANR R&R

#	France	Spain	ANR R&R relevant [Yes/No]	ANR R&R Section	Local Rules [Yes/No]	Local Rules Section	ANR R&R Text or Remarks	Remarks/Decision taken by ANR SubCom
11		We propose to run always in serie, never in parallel. Like was done in WANR 2017 in Castellon. It seems that every body agrees that the most fair condition is when every competitor run exactly the same parcours (and also for safety reasons).	No	no	Yes	tbd	Up to organizer. Proposal will be made by ANR Chairman. ANR SC will review the proposal.	To include in Local rules
12		A.1.2.6 - Increase maximum travel distance per stage to 30 or 35 Nm (at 75 Kts it is about 24/28 minutes fligh)	No	no	Yes	tbd	Up to organizer. Proposal will be made by ANR Chairman. ANR SC will review the proposal.	To include in Local rules
13		A.0.1.4 - 4 Landings: o One of each tipe of precisi3n landing, or o 4 Rally landings, remembering that ANR was create with the spirit of EASY-CHEAP & FUN	No	no	Yes	tbd	same as #6	To include in Local rules
14		A.4.2 - Cancel the name TOP-ANR. It may suggest that is the "important" one and it isn't. The important one is navigation one. Let's made like "Tour de France" when there is a clasification call "Combined", which is far away from the General, Mountain, etc. Less important that the General one. So that we suggest to move to "COMBINED ANR CLASSIFICATION" or something like that.	Yes	tbd	No	na	Proposal will be made by ANR Chairman. ANR SC will review the proposal.	To include in ANR R&R
15		A.4.5 - It seems that no body agreed with the scoring applied in the last WANR in Portugal, according to the current rules. For years we have been traying several other ways to counted, in our national championships in Spain. Al lof them seem more accurate: a) Best Stage +(total of 4 landigs x2) b) 3 stages + total of 4 Landings (the most common and current) c) Eliminate the worst stage and them: 2 stages + total of 4 landings.	No	na	Yes	tbd	same as #8	To include in Local rules
16		A.0.2.2 – To incorporate the ANR software system to GAC oficial equipments	No	na	No	na	Topic for Ralf -> Maurice to contact Ralf to define procedure	Maurice to discuss with Ralf.
17		A.1.2.12 – To extend the lines both sides SP and FP to the double width of the corridor, instead of the 0,3 Nm.						to discuss in workshop
18		A.8.1 – Quantity of penalties if you don't cross eather de SP or the FP. Disqualified?						to discuss in workshop
19		A.8.1.3 – We suggest to increase to +- 2'' instead +-1'' the crono penalties						to discuss in workshop

na not applicable
tbd to be determined