AERO CLUB D'ITALIA

**DECRETO DEL COMMISSARIO STRAORDINARIO**

**N.** 255 **DEL** 19 dicembre **2018**

Il Commissario straordinario dell'Aero Club d'Italia,

**VISTA** la legge 29 maggio 1954, n. 340 ("Riordinamento dell'Aero Club d'Italia", pubb. G.U. 28 giugno 1954, n. 145);

**VISTA** la legge 20 marzo 1975, n. 70 ("Disposizioni sul riordinamento degli enti pubblici e del rapporto di lavoro del personale dipendente", pubb. G.U. 2 aprile 1975, n. 87).

**VISTO** il D.P.R. 16 giugno 1977, n. 670 ("Conferma, ai sensi dell'art. 3 della legge 20 marzo 1975, n. 70, dell'Aero Club d'Italia, pubb. G.U. 6 settembre 1977, n. 242);

**VISTO** il D.lgs. 30 marzo 2001, n. 165 ("Norme generali sull'ordinamento del lavoro alle dipendenze delle amministrazioni pubbliche", pubb. G.U.,n. 9 maggio 2001, n. 106, Suppl. Ord. N. 112,Rettifica G.U. 16 ottobre 2001, n. 241)

**VISTO** il D.P.R. 27 febbraio 2003, n. 97 ("Regolamento concernente l'amministrazione e la contabilità degli enti pubblici di cui alla L. 20 marzo 1975, n. 70", pubb. G.U. 6 maggio 2003, n. 103);

**VISTO** il D.P.R. 18 marzo 2013, n.53 ("Regolamento recante Nuovo Statuto Aero Club d'Italia e Nuovo Statuto tipo Aero club locali federati", pubb. G.U. 20 maggio 2013, n.116);

**VISTO** il D.P.C.M. del 2 gennaio 2018, reg. C. Conti 2 febbraio 2018, n. 222 (Reg. UPS prot. 1576 del 13 febbraio 2018);

**VISTO** l'art. 28 dello Statuto dell'Aero Club d'Italia, che disciplina i compiti e le attribuzioni della Commissione Centrale Sportiva Aeronautica;

**VISTO** l'art. 33 dello Statuto dell'Aero Club d'Italia ai sensi del quale per ogni specialità aeronautica, è costituita una Sezione Tecnica di Specialità con funzioni consultive, non vincolanti, in campo tecnico agonistico;

**VISTO** il verbale della riunione STS di Volo a Motore, svoltasi presso la Sede dell'Ente in data 05 ottobre 2018 (All.1) in cui, al p. 4, si propone l'istituzione della Categoria Air Navigation Race (ANR);

**ACCERTATO** che l'"Air Navigation Race" è parte delle specialità della FAI nell'ambito della General Aviation Commission e che è stato emanato il relativo regolamento, come attestato dal Responsabile Servizio Sportivo (all. 2);

Tutto ciò visto, e accertato lo scrivente, nella propria qualità di Commissario straordinario dell'Aero Club d'Italia,

**DECRETA**

di istituire la categoria sportiva "Air Navigation Race" della specialità Volo a Motore, già prevista a livello FAI, rinviando l'approvazione del relativo Regolamento a quando sarà proposto dalla STS di Volo a Motore;

Roma lì, 19 dicembre 2018

*prof. avv. Pierluigi Matera*
COMMISSARIO STRAORDINARIO AECI

(ALL.1)



**VERBALE RIUNIONE N. 2/2018**
**SEZIONI TECNICHE SPECIALITA' (STS) VOLO A MOTORE**
**Roma, 05 Ottobre 2018**

Il giorno 05/10/2018 alle ore 10:46 presso la sede dell'Ae.C.I. con e-mail del 28/09/2018 è convocata la STS del Volo a Motore per discutere il seguente OdG:

1. Comunicazioni del Presidente;
2. Proposte di modifica dell'impianto agonistico, nota del 23 agosto 2018 a firma di Gambaro Stefano + 18;
3. Proposta STS per l'istituzione di centri federali per l'addestramento e la formazione di atleti di Rally Aereo da avviare all'attività agonistica;
4. Proposta istituzione del Campionato Italiano ANR (Air Navigation Race);
5. Predisposizione Calendario Sportivo Nazionale 2019;
6. Proposta omologazione gare Volo a Motore svolte 2018;
7. Proposta ripartizione contributi gare Volo a Motore 2018;
8. Proposta utilizzo economie 2018 per l'attuazione di quanto al punto 3);
9. Proposta nomina Campioni Italiani 2018 graduatoria nazionale e presa atto Campioni Internazionali 2018;
10. Proposta nomina componenti del Centro Classifiche 2019;
11. Valutazione eventuali candidature eventi internazionali FAI (Mondiali/Europei);

    Varie ed eventuali.

Sono presenti:
Ernesto BIONDO (Presidente)
Sig. Filippo PAPALE
Sig. Vittorio CUCURNIA

Svolge le funzioni di segretario della riunione il sig. Attilio Messina, nominato con O.S. n. 542 del 26/11/2013.

Sono altresì presenti:
il Direttore Generale AeCI Giuseppe D'Accolti;
il responsabile dell'ufficio Sport Aeronautici Dott. Alessandro Ranieri;

Si passa all'esame del **punto 1)** all'ordine del giorno
**Comunicazioni del Presidente**:
Prende la parola il Presidente il quale comunica ai colleghi che con provvedimento del Commissario Straordinario è stata assegnata alla STS la governance del settore.

Prende la parola il Presidente il quale rifacendosi brevemente alla necessità di dare nuovo impulso al volo a motore con particolare riguardo all'attività agonistica espone in ordine alla opportunità di realizzare dei centri di addestramento e di avviamento all'attività agonistica.
La proposta poggia le sue ragioni d'essere sul fatto che è di tutta evidenza che nell'ottica di un necessario rinnovamento del settore non si può parlare di sport attivo senza che gli attori principali (gli atleti) abbiano la indispensabile contezza di cosa tecnicamente significhi una gara di rally aereo e, ancor di più, di come relazionarsi con un impianto regolamentare che non da scampo a nessuno che non sia opportunamente preparato ed addestrato.
La proposta pertanto verte sulla istituzione di centri federali che possano essere una vera e propria palestra di addestramento per nuovi atleti ed al contempo punto di riferimento per gli atleti già in essere dove è possibile aggiornare in tempo reale le tecniche di gara in funzione delle modifiche regolamentari dettate dalla FAI.
In prima fase propone di acquisire, tramite bando pubblico, la disponibilità degli A/Club federati ad ospitare tale iniziativa.
Al fine di assicurare all'utenza il massimo della tecnica istruzionale gli Aeroclub che intenderanno aderire dovranno fornire opportuna progettualità ed una adeguata offerta formativa.
Il Presidente della STS sentiti gli altri membri invierà all'ufficio sportivo dell'AeCI il testo del bando da pubblicare.

Al punto 4) dell'ordine del giorno

**Proposta istituzione del Campionato Italiano ANR (Air Navigation Race):**

Prende la parola il Presidente che espone in ordine alla necessità di adeguare l'Ente in modo più aderente al dettato FAI in materia di competizioni aeree.
In tal senso fa osservare che la specialità "Velocità" negli ultimi anni ha fatto registrare scarso interesse da parte dei nostri atleti in termini di partecipazione, per tale disinteresse non è più giustificabile l'impegno di spesa finora assegnato atteso che le risorse economiche non sono spendibili a livello internazionale proprio per l'assenza di tale tipologia di specialità in FAI.
La specialità ANR (Air Navigation Race) già ufficializzata lo scorso anno con provvedimento dell'Ente può costituire una valida sostituzione al posto della "Velocità", può dare nuovi stimoli in termini di partecipazione ad una nuova categoria, ci consente di dare giustificazione più trasparente della destinazione delle risorse economiche ed amplia le competenze dell'Ente in termini di partecipazione a gare internazionali.
In ultimo fa presente che l'istituzione della ANR consentirebbe alla specialità Volo a Motore di partecipare ai WAG atteso che in tale competizione, per disposto della FAI, il Rally Aereo non è previsto.
In dipendenza di ciò la STS propone l'istituzione del Campionato Italiano di ANR dal 2019 e l'approvazione del regolamento allegato al presente verbale **(All.1).**

Al punto 5) dell'ordine del giorno

**Predisposizione Calendario Sportivo Nazionale 2019:**

L'ufficio Sportivo fa presente che sono pervenute richieste da parte degli Aero Club di Como, Bari, Arezzo, Rieti, Lugo, Ravenna e Palermo, di effettuare gare di volo a motore per l'anno 2019.
Dopo approfondito esame, valutate le date richieste, tenuto conto dell'esigenza di assicurare agli enti organizzatori l'attività del Centro Classifiche, la STS predispone il CSN 2019 del Volo a Motore da sottoporre all'approvazione del Commissario Straordinario, come risulta dall'**All.2** al presente verbale.
Il Direttore Generale si riserva di verificare le motivazioni per cui l'Aero Club di Bari ha previsto la esclusiva partecipazione dei velivolo AG anche su sedimi aperti al VDS e la possibilità di svolgere la gara sull'aeroporto di Lecce Lepore.

All. 2

**Al Commissario Straordinario**

**Si dichiara** che l'"Air Navigation Race" è parte delle specialità della FAI nell'ambito della General Aviation Commission e che è stato emanato il relativo regolamento, reperibile al link: https://www.fai.org/page/gac-air-navigation-race.

Alessandro Ranieri

Responsabile Servizio Sportivo Ae.C.I.

19/12/18

# FAI Sporting Code

*Fédération Aéronautique Internationale*

## Rules and Regulations
## AIR NAVIGATION RACE

**2017 Edition**
Approved by the FAI General Aviation Commission (GAC)
At the FAI/GAC Meeting, November 5th, 2016, Larnaca (Cyprus)

*Maison du Sport International*
*Av. de Rhodanie 54*
*CH-1007 Lausanne*
*(Switzerland)*
*Tel. +41 (0)21 345 10 70*
*Fax +41 (0)21 345 10 77*
*E-mail: sec@fai.org*
*Web: www.fai.org*

**FEDERATION AERONAUTIQUE INTERNATIONALE**
**MSI - Avenue de Rhodanie 54 – CH-1007 Lausanne – Switzerland**

Copyright 2017

All rights reserved. Copyright in this document is owned by the Fédération Aéronautique Internationale (FAI). Any person acting on behalf of the FAI or one of its Members is hereby authorised to copy, print, and distribute this document, subject to the following conditions:

1. **The document may be used for information only and may not be exploited for commercial purposes.**
2. **Any copy of this document or portion thereof must include this copyright notice.**
3. **Regulations applicable to air law, air traffic and control in the respective countries are reserved in any event. They must be observed and, where applicable, take precedence over any sport regulations**

Note that any product, process or technology described in the document may be the subject of other Intellectual Property rights reserved by the Fédération Aéronautique Internationale or other entities and is not licensed hereunder.

# RIGHTS TO FAI INTERNATIONAL SPORTING EVENTS

All international sporting events organised wholly or partly under the rules of the Fédération Aéronautique Internationale (FAI) Sporting Code[1] are termed *FAI International Sporting Events*[2]. Under the FAI Statutes[3], FAI owns and controls all rights relating to FAI International Sporting Events. FAI Members[4] shall, within their national territories[5], enforce FAI ownership of FAI International Sporting Events and require them to be registered in the FAI Sporting Calendar[6].

An event organiser who wishes to exploit rights to any commercial activity at such events shall seek prior agreement with FAI. The rights owned by FAI which may, by agreement, be transferred to event organisers include, but are not limited to advertising at or for FAI events, use of the event name or logo for merchandising purposes and use of any sound, image, program and/or data, whether recorded electronically or otherwise or transmitted in real time. This includes specifically all rights to the use of any material, electronic or other, including software, that forms part of any method or system for judging, scoring, performance evaluation or information utilised in any FAI International Sporting Event[7].

Each FAI Air Sport Commission[8] may negotiate agreements, with FAI Members or other entities authorised by the appropriate FAI Member, for the transfer of all or parts of the rights to any FAI International Sporting Event (except World Air Games events[9]) in the discipline[10], for which it is responsible[11] or waive the rights. Any such agreement or waiver, after approval by the appropriate Air Sport Commission President, shall be signed by FAI Officers[12].

Any person or legal entity that accepts responsibility for organising an FAI Sporting Event, whether or not by written agreement, in doing so also accepts the proprietary rights of FAI as stated above. Where no transfer of rights has been agreed in writing, FAI shall retain all rights to the event. Regardless of any agreement or transfer of rights, FAI shall have, free of charge for its own archival and/or promotional use, full access to any sound and/or visual images of any FAI Sporting Event. The FAI also reserves the right to arrange at its own expense for any and all parts of any event to be recorded.

---

| | | | |
|---|---|---|---|
| 1 | FAI Statutes, | Chapter 1, | para. 1.6 |
| 2 | FAI Sporting Code, Gen. Section, | Chapter 4, | para 4.1.2 |
| 3 | FAI Statutes, | Chapter 1, | para 1.8.1 |
| 4 | FAI Statutes, | Chapter 2, | para 2.1.1; 2.4.2; 2.5.2 and 2.7.2 |
| 5 | FAI By-Laws, | Chapter 1, | para 1.2.1 |
| 6 | FAI Statutes, | Chapter 2, | para 2.4.2.2.5 |
| 7 | FAI By-Laws, | Chapter 1, | paras 1.2.2 to 1.2.5 |
| 8 | FAI Statutes, | Chapter 5, | paras 5.1.1, 5.2, 5.2.3 and 5..2.3.3 |
| 9 | FAI Sporting Code, Gen. Section, | Chapter 4, | para 4.1.5 |
| 10 | FAI Sporting Code, Gen. Section, | Chapter 2, | para 2.2. |
| 11 | FAI Statutes, | Chapter 5, | para 5.2.3.3.7 |
| 12 | FAI Statutes, | Chapter 6, | para 6.1.2.1.3 |

# TABLE OF CONTENTS

**FAI Copyright** ..... ii
**Rights to FAI International Sporting Events** ..... iii
**A. COMPETITION RULES** ..... **4**
A.0 INTRODUCTION ..... 4
A.1 AIR NAVIGATION RACE TEST ..... 5
A.2 LANDING TEST ..... 6
A.3 GENERAL RULES ..... 9
A.4 SCORING ..... 9
A.5 DISQUALIFICATION ..... 10
A.6 JUDGING ..... 10
A.7 PROTESTS ..... 10
A.8 TABLE OF PENALTIES ..... 12
APPENDIX A1 ..... 14
APPENDIX A2 ..... **Error! Bookmark not defined.**
**B. ORGANISATION RULES** ..... **16**
B.1 GENERAL ..... 16
B.2 VENUE ..... 17
B.3 TRANSPORT ..... 17
B.4 ACCOMMODATION ..... 17
B.5 AIRCRAFT HIRE ..... 18
B.6 TRAINING PRACTICE ..... 18
B.7 BRIEFINGS ..... 19
B.8 METEOROLOGY ..... 19
B.9 AIR NAVIGATION RACE TEST ..... 20
B.10 LANDINGS ..... 21
B.11 INTERNATIONAL JUDGES AND OPERATIONAL OFFICIALS ..... 22
B.12 JUROR ..... 22
B.13 RESULTS ..... 23
B.14 PRIZES AND PRIZE-GIVING ..... 23
**C. LOCAL REGULATIONS** ..... **24**
C.1 INTRODUCTION ..... 24
C.2 ORGANIZER ..... 24
C.3 PLACE ..... 24
C.4 DATES ..... 24
C.5 ENTRIES ..... 24
C.6 ENTRY FEE ..... 24
C.7 TEAM MEMBERS ..... 25
C.8 AIRCRAFT AND INSURANCE ..... 25
C.9 ARRIVALS ..... 25
C.10 LANGUAGE ..... 25
C.11 BRIEFINGS ..... 25
C.12 SPECIFIC RULES ..... 25
C.13 COMPETITION MAP ..... 25
C.14 DOPING CONTROL ..... 25
C.15 CORRESPONDENCE AND COMMUNICATION ..... 25
**D. JUDGES AND JUROR** ..... **25**
D.1 GENERAL ..... 25
D.2 INTERNATIONAL JUROR ..... 26
D.3 INTERNATIONAL JUDGES ..... 27
D.4 CHAMPIONSHIP OFFICIALS ..... 28
D.5 COSTS ..... 28
APPENDIX D1 ..... 29
APPENDIX D2 ..... 30

# TABLE OF CONTENTS

**E. BIDS, FINAL DECISION AND APPROVAL OF LOCAL RULES FOR WORLD OR CONTINENTAL CHAMPIONSHIPS. ..... 31**
E.1 PRELIMINARY BID. ..... 31
E.2 FINAL BID. ..... 31
E.3 CONTENTS IN A FINAL BID ..... 31
E.4 FINAL DECISION ON BIDS. ..... 32
E.5 LOCAL RULES ..... 32
**F. APPENDIXES ..... 33**
**G. DOCUMENT - HISTORY ..... 33**

# AIMS FOR AIR NAVIGATION RACE (ANR) FLYING COMPETITIONS

The competition is designed for Pilot and Navigator Team flying single piston engine aircraft. The sport of Air Navigation Race flying is aimed at improving fundamental flying skills to enable a Pilot/Navigator Team to navigate and handle an aircraft under basic visual flying conditions independent of the use of technical systems thus enhancing flying safety.

The competition consists of the following two main groups of tests:

1. Air Navigation Race

2. Landing

The overall aim for the sport of Air Navigation Race flying is achieved by:

1. Emphasizing the ability to follow a precise track whilst adhering closely to a time schedule.

2. Emphasizing the ability to land an aircraft in short and narrow places with the simulation of trees or other obstacles on the approach, thereby fully demonstrating a pilot's ability to handle an aircraft both accurately and safely.

3. Basic:
   - Fun for pilots / navigators and friends
   - Real race atmosphere including GPS transmission on large screen
   - Qualifications – 1/8 finals - ¼ finals - ½ finals - final
   - The best competing against the best!
   - Media attention means sponsoring possibilities
   - Simple regulations. Easy entrance for young pilots
   - No solo flights. Pilot plus navigator obligatory (for safety reasons).
   - Up to 160 participants possible
   - Low costs allowing extra financial resources for local entertainments

# A. COMPETITION RULES

## A.0 INTRODUCTION

A.0.1.1 The competition is for teams: pilot / navigator (Competitor) in single piston-engine class C aero planes, with a minimum 2 hours endurance and with a minimum empty (dry) weight of 175kg. Each competing pilot-in-command should have a valid pilot license for the competition aircraft and both competitors a valid FAI Sporting License. Each competing aircraft must possess a Certificate of airworthiness or Permit to fly that does not exclude competition flight. Each aircraft must be operated according to its Airworthiness Certificate.

A.0.1.2 Each participating country is allowed to send as much competitors Teams as they like and in addition a team manager, engineers and observers. Each participating country is invited to send current qualified international judges for the landing test. The competition director might define the total number of competitors (e.g. based on airfield capacity or possible other limitations) in the local rules with the recommendation that the number of competitors do not exceed one hundred and sixty (160).

A.0.1.3 The competition will consist of the following two groups of tests:

- NAVIGATION TEST
- LANDING TEST

A.0.1.4 The competition will consist of: Air Navigation Race (ANR) tests (typically including qualification round(s), 1/8 final, ¼ final, ½ final, final), and two landing tests.

The competition management defines a suitable process (from qualification rounds to final) for the ANR tests, [depending on the number of competitors and possible other limitations].

A.0.1.5 Planned are 4 starting gates. The competition management will define the number of starting gates.

**A.0.2 USE OF GPS-LOGGERS AND GSM / GPS TRANSMITTER**

A.0.2.1 The use of Flight Data Recording and GSM / GPS data transmitter Equipment is mandatory.

A.0.2.2 Only Equipment approved by GAC may be used.

A.0.2.3 Requirements for Flight Data Recording and GSM / GPS data transmitter Equipment are documented in the Sporting Code, Section 2, Annex 4

A.0.2.4 Competitors may share Flight Data Recording and GSM / GPS data transmitter Equipment only at the discretion of International Chief Judge.

A.0.2.5 Responsibility for the operation of the Flight Data Recording and GSM / GPS data transmitter Equipment rests with the Competitors.

A.0.2.6 Before each flight the pilot must make sure that his Flight Data Recording Equipment is cleared of all previously registered data.

A.0.2.7 The International Chief Judge – or a Judge appointed by him – will use the registered flight track of each Competitor, as depicted on paper-printout or screen-display, to make judgments on passing times and possible violations of the flight rules or given flight instructions.

A.0.2.8 The Master-Clock has to be synchronized with GPS-Time taken from a GPS-unit.

## A.1 AIR NAVIGATION RACE TEST

### A.1.1 FLIGHT PLANNING

A.1.1.1 The competitor may enter the flight planning room at the assigned time to be ready in time to receive (1) an envelope, (2) two competition maps, (3) a set of instructions, (4) departure and arrival charts, (5) Start point and finish point.

A.1.1.2 The competitor is required to calculate his flight plan for the route of the Air Navigation Race test.

A.1.1.3 Wind direction and speed over the competition airport will be given.

A.1.1.4 For flight planning and map preparation, the competitor is allowed 30 minutes. Map preparation will take place in the flight planning room. From the time when the competitor is scheduled to leave the flight planning room, he shall be allowed 15 minutes to go to his aircraft, prepare it for flight and taxi to the take-off position.

A.1.1.5 No communication and no navigation device whatsoever is allowed (as mobile phones, transportable radios, PDA, GPS, laptops, scanners, etc.), except for Flight Data Recording and GSM / GPS data transmitter Equipment. Failure will result in immediate disqualification.

### A.1.2 AIR NAVIGATION RACE TESTS

A.1.2.1 There will be Air Navigation Race tests. The object of each test is to assess the competitor's skill in precise navigation and timing. The test includes maintaining correct tracks, altitudes and ground speeds.

A.1.2.2 Times will be checked on passing Take off line - overhead start- and finish point.

A.1.2.3 The aircraft must be established on the correct track of the first leg when crossing the start point. Circling after passing the start point is not allowed.

A.1.2.4 The start and finish points must be well defined features, both on the map and on the ground.

A.1.2.5 During the navigation tests the recommended flying altitude is 1000 feet AGL. The organizer has the right to declare a different altitude for safety reasons. The minimum altitude to be flown is 500 feet AGL or the state limits, whichever is higher. If the state limit is higher than 500 feet AGL, it must be published in the local regulations.

A.1.2.6 The distance for each Air Navigation Race tests will not be less than 15 Nm. and not more than 25 Nm. The difference in the length of the 4 race tracks will not be more than +/- 2%.

A.1.2.7 The competition management will define the race speed. Normally airplanes must be able to fly 80kts GS irrespective of wind conditions.

A.1.2.8 The departure and arrival charts will give the position of the start and finish points. The charts will be to an approximate scale of 1:50,000 and will be defined in the local regulations.

A.1.2.9 Departure and return flight via prescribed route is mandatory.

A.1.2.10 All corridors must be passed by the Competitor inside. The competition management will define the corridor width.

A.1.2.11 The competition management may define a NB line (no back track line) at the end of the ANR parcours, 2 NM (+1/-0.5 NM) before the finishing point (FP). After crossing the NB line, no change of course exceeding 90° max be executed before crossing the finishing line.

A.1.2.12 Penalties for a turn of more than 90° on the leg after passing the NB line are only given, when the FR-recording shows this deviation for more than 5 seconds in sequence.

A.1.2.13 At SP / FP the gate has an extended "Gate line", being a distance of 0.3 NM right and left of the SP / FP.

- Crossing opposite to the direction of flight this "extended SP-gate line" any time gives penalties for circling.
- Timing at the SP takes place when the aircraft is for the first time passing the 0,3 NM right or left gate of the SP in the direction of flight.

A.1.2.14 Only maps with good topographic information to a scale of 1:100`000 - 1:200`000 - 1:250`000 - 1:300`000 will be used for competition purposes.

A.1.2.15 For emergency uses only, an additional unmarked ICAO 1:500,000 chart is permitted in the aircraft. No other maps or charts except arrival and departure charts, may be carried during the competition.

A.1.2.16 In the airplane all electronic equipment, GPS and autopilots are to be sealed and shall not be used during the competition except in case of emergency. Any broken seals could result in disqualification of the competitor. It is the crew`s responsibility to arrange the sealing of said devices and will be inspected by the competition organizers. Sealing Material will be given by the competition management.

## A.2 LANDING TEST

A.2.1 The object of this test is to assess the competitors skill in landings of different types. Circuits may be left or right hand. Circuits for landing 1 must be above 500 feet QFE. Circuits for landing 2 not less than 1,000 feet or more than 1,200 feet QFE. These will be defined by the competition management who has the right to vary the circuit direction. The tests include the landings described below:

A.2.1.1 **Landing 1: obstacle landing (or normal landing)**

The competitor will make a landing after passing a marked obstacle 2 meters high, placed 50 meters before the touchdown line. Normal landing without obstacle. The competition management will define the landing type. Use of power, spoilers, flaps or sideslip is at the discretion of the pilot. Approaches in connection with the obstacle landing, where the wheels are lower than the obstacle before passing over it, are not permitted (creeping).

A.2.1.2 **Landing 2: forced landing**

Abeam the zero line, the engine is throttled back to idle power. Power shall not be used thereafter. Flaps, spoilers and sideslip may be used at the discretion of the pilot.

A.2.2 Landings will be run as a separate event to enable the participation of all international judges in judging the event. Depending on the situation, the competition director decides to execute the landing competition as follows:

- Each landing followed by a full stop, or
- Two landings with a touch and go in between.
- The sequence of landings will be briefed.

A.2.3 All landings are to be made as close as possible to the zero area, within a strip 12 meters wide and 72 meters long. See Appendix A1. The strip will be marked and aircraft must keep within the strip.

A.2.4 Touchdown must be on both main wheels with a maximum distance of five (5) meters between main wheel 1 and main wheel 2, except when the international chief judge has decided that a crosswind condition exists. If the touchdown is in or after the zero area and the distance between the touchdown of the main wheels is 5 meters or less, the touchdown point for

measurement is the touchdown of the first main wheel.

- If the distance is more than 5 meters, the touchdown point for measurement is the touchdown of the second main wheel.
- Nose wheels must be off the ground. Tail wheel aero planes must be landed in a configuration where the tail is lower than the horizontal attitude.

A.2.5 Touchdown on or after the zero area is measured when the aircraft is rolling on the ground after all bounces. In case of bounces before or after the line, the touchdown counted is that one which gives the highest penalty.

A.2.6 An aircraft is considered bouncing when both main wheels (or a sole main wheel) leave the ground after any touchdown, to a height of more than the diameter of the main wheel, or for a distance more than 15 m. A jump into a 5 meter box must be calculated this way: Box meters minus 4 meters, minus the measured lift-off point before.

A.2.7 In the case of any part of the aircraft touching the ground before the zero area, the distance measured will be the distance from the touchdown point to the zero line. In the case of a tail wheel landing which is judged to be three-pointer landing (the tail wheel may roll on the ground for a maximum distance of five (5) meters before the main wheels), the touchdown point of the main wheels shall be measured.

A.2.8 A crosswind condition shall exist, when the crosswind component of the wind, that is the component at right angles to the runway in use, is 8 kts or more. Wind direction and speed shall be measured close to the zero-line by suitable anemometer and recorded for each landing. The maximum allowed tailwind component is 5 kts.

- The international chief judge will decide when a crosswind situation exists, and shall direct that a conspicuous flag signal is placed 30 meters before the zero line to advise competitors.
- Touchdown on the upwind main wheel only is allowed when a crosswind exists.

A.2.9 Power has to be completely retarded at touch down and only sufficient power is permitted after the aircraft has come to a complete stop, to continue the roll to the end of the landing strip. After leaving the landing strip, the runway shall be cleared.

A.2.10 Abnormal landings in all types of landing are defined thus:

a. Nose wheel not off the ground,
b. A tail wheel aircraft not in a configuration with the tail below the horizontal,
c. One main wheel off the ground at the initial touchdown, without authorized crosswind conditions, to a height of more than the diameter of the main wheel,
d. In crosswind conditions touchdown on downwind main wheel only,
e. Any part of the aircraft other than the wheels touching the ground,
f. Retraction of flaps inside landing strip before touchdown,
g. Landing with locked wheels,
h. One or both main wheels leaves the ground, while nose wheel remains on it.
i. Any abnormalities after any bounce (see points 'a' to 'h' above) must be considered as abnormal landing.

A.2.11 In the event of a competing aircraft not touching the ground in any of the landing tests or landing outside the strip, he will be penalized.

A.2.12 All approaches and landings must be considered as being safe. If the international chief judge, competition director or his appointed representative is of the opinion that an approach or landing is deemed as dangerous, flying will be stopped until the juror has made a decision (See A.5.1).

A.2.13 All aircraft main wheel covers (spats) should be removed prior to the competition landings. All wheels with the exception of tailwheel must be marked by two perpendicular white lines (width about 5cm) on both sides of each wheel.

## A.3 GENERAL RULES

A.3.1 All landings are to be video recorded to assist the chief judge and the juror only. Any modification temporary or permanent to the wheels, undercarriage, oleos or shock absorbers not approved by the manufacturer and certification authority is not permitted and may result in disqualification.

A.3.2 In the event of a failure to start, the competitor must not leave the aircraft and he must not communicate with his team. He will make a radio call to competition management to explain the situation and then follow given instructions.

A.3.3 In the event of a reduction in flying time, the competition director will discuss alternative tasks with the juror, international chief judge and the team managers before issuing directives on how the championship will be concluded. A landing test include at least one landing.

A.3.4 Smoking is prohibited at all briefings and in the flight planning room.

A.3.5 No competitor is permitted to take any alcohol less than 10 hours prior to the start of daily competition.

A.3.6 The competition language will be English.

## A.4 SCORING

A.4.1 The competition is an individual competitor (Pilot/Navigator) competition.

A.4.2 There will be a champion in the categories

- Air Navigation Race
- Landing
- TOP Air Navigation Race (Air Navigation Race and Landing)

A.4.3 Air Navigation Race trophy:

- The competitor in the final race with the lowest number of penalties.

A.4.3.1 In the case of two or more competitors having the same number of penalties:

a) The competitor in the final race with the lowest number of penalties for flying (timing) or
b) The competitor in the final race with the lowest number of penalties for corridor flying
c) The winner of a second flight.

A.4.4 Landing trophy:

- The competitor in the landing with the lowest number of penalties

A.4.4.1 In the case of two or more competitors having the same number of penalties:

a) Forced landing or
b) Obstacle landing (Normal landing)
c) The winner of a second flight.

A.4.5 TOP Air Navigation Race trophy:

- The final results will consist of the lowest number of penalties in one Air Navigation Race and Landing being added together.

A.4.5.1 In the case of two or more competitors having the same number of penalties, the competitor with the lowest penalties in each group in the following order will be adjudged the winner:

a) The competitor with the lowest number of penalties for Air Navigation Race, or,
b) The competitor with the lowest number of penalties for landings.

A.4.6 If there is a continuing tie multiple winners will be declared.

## A.5 DISQUALIFICATION

A.5.1 Any misconduct or bad behavior on the ground or in the air including unsporting behavior or protests against other competitors could result in the international juror disqualifying the competitor concerned.

A.5.2 If a competitor communicates with any unauthorized person from the time of entering the flight planning room until the debriefing after his Air Navigation Race test or enters any restricted area on the competition site without permission, he runs the risk of disqualification both for himself and the whole of his national team.

A.5.3 Any competitor, found using non permitted equipment in the flight planning room or aircraft, or found to have tampered with any sealed navigation or radio equipment or manipulating the flight recording system will be disqualified and may risk disqualification of their team.

A.5.4 Any unauthorized alterations to aircraft landing gear during the landing tests as indicated in A.3.1 may result in disqualification.

## A.6 JUDGING

A.6.1 An international chief judge shall be appointed by FAI-CIAG prior to the championship. Each country will be invited to send current international judges. International judges will be positioned by the international chief judge. International judges will also participate in the landing competition, as directed by the international chief judge.

## A.7 PROTESTS

A.7.1 The juror will be appointed by FAI-CIAG in accordance with the sporting code, general section. His/her duties include observing and ensuring that the championship is being run in accordance with the FAI sporting code and championship rules. They also rule on all formal protests. In the event of a replacement of any member, the new member will be appointed by the president of CIAG after consultation with the rules committee.

A.7.2 The Competition Director will publish individual results as quickly as possible by the best available method. The results will be marked "preliminary and subject to protest".

A.7.3 Within 30 minutes of the release of the individual results the Competitor and/or Team Manager may present a written request ("complaints") to the International Chief Judge for clarification. If not satisfied with the clarification, a "protest" may be filed with the Competition Director within 30 minutes after the clarification was given, accompanied by the relevant protest fee.

If after Complaints and a correction a new personal result-sheet is delivered to the pilot concerned, this one is not subject for further Complaints or Protest.

A.7.4 The video recordings of landing can be used by Chief Judge for checking the results of landings before final judging of the landings. After final judging, the video recordings of landing are to be used only by the juror when dealing with protests.

A.7.5 If the correction of the International Chief Judge at Complaints or the ruling of the juror affects another or other competitors, the appropriate alterations will be made to the results.

A.7.6 When the prescribed fee has been paid to the competition management and the protest filed in writing, the protest becomes official and is referred to the international juror for a decision. The team manager and competitor have the right to address the juror if desired.

A.7.7 Protests against other competitors are forbidden.

A.7.8 The juror must be available at all time during the championship to deal with protests.

A.7.9 The prescribed fee in connection with any protest submitted to the juror will be EURO 200.- and shall accompany the written protest. The fee will be returned in the case of a successful protest only.

## A.8 TABLE OF PENALTIES

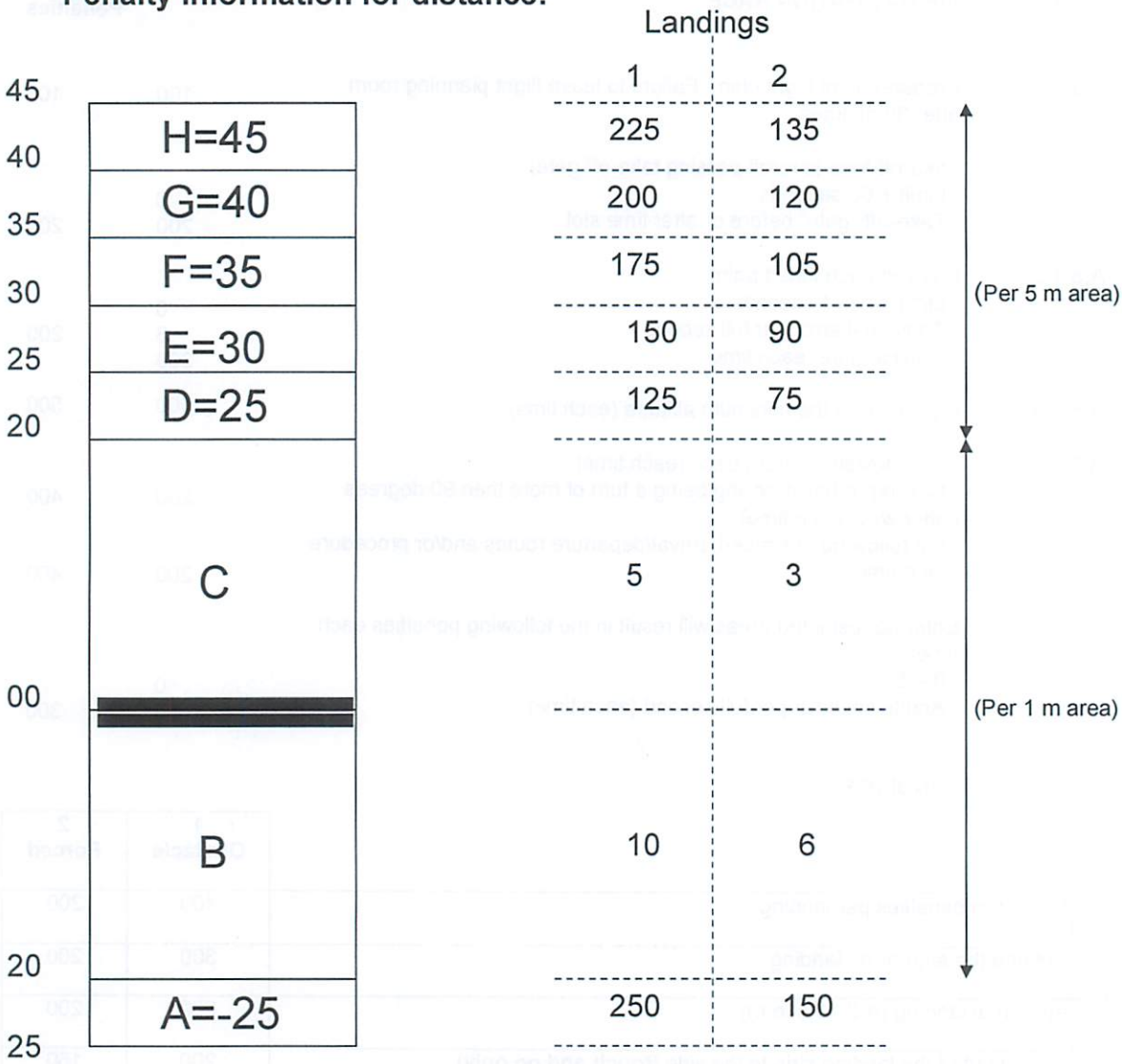
### A.8.1 AIR NAVIGATION RACE

| | | Penalties | Maximum Penalties |
|---|---|---|---|
| A.8.1.1 | Preparation of flight plan - Failure to leave flight planning room after 30 minutes | 100 | 100 |
| A.8.1.2 | Take-off time (aircraft passing take-off gate) | | |
| | - Limit + 60 seconds | 0 | |
| | - Take-off "gate" before or after time slot | 200 | 200 |
| A.8.1.3 | Passing each timed point | | |
| | - Limit + or - 1 seconds | 0 | |
| | - Additional error per full second | 3 | 200 |
| | - Outside gate, each time | 200 | |
| A.8.1.4 | Flying below the minimum altitude (each time) | 500 | 500 |
| A.8.1.5 | Other deviations from track (each time) | | |
| | - Circling or backtracking being a turn of more than 90 degrees either way (each time) | 200 | 400 |
| | - not following described arrival/departure routes and/or procedure (each time) | 200 | 400 |
| A.8.1.6 | Entering restricted areas will result in the following penalties each time: | | |
| | - 0 – 5 sec. | 0 | |
| | - Additional error per full second (each time) | 3 | 300 |

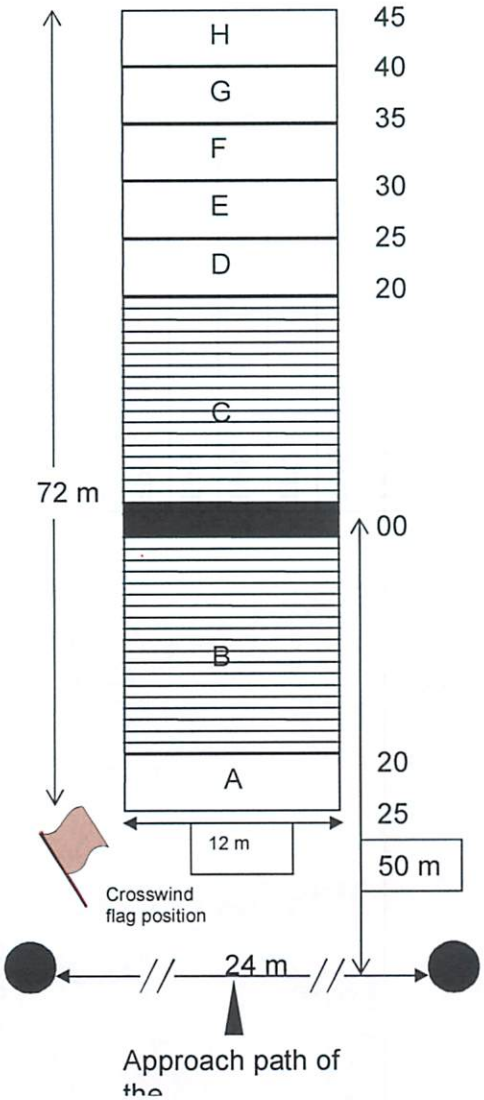
### A.8.2 LANDINGS

| | | 1 Obstacle | 2 Forced |
|---|---|---|---|
| 1 | Maximum penalties per landing | 400 | 200 |
| 2 | Outside the strip or no landing | 300 | 200 |
| 3 | Abnormal landing (A.3.10 a to h)) | 200 | 200 |
| 4 | Rolling out of the landing strip to the side **(touch and go only)** | 200 | 150 |
| 5 | Power on the ground in the strip | 50 | 50 |
| 6 | Non permitted use of power (in the air) | - | 200 |
| 7 | Touching, destroying the obstacle or "creeping" over obstacle | 400 | - |

**Penalty information for distance:**



## APPENDIX A1



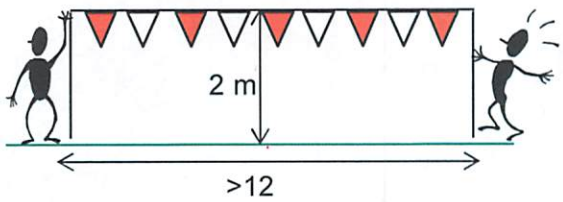

Markers.
On both sides of the runway, to assist judges and video crew, there shall be runway markers at each 5-meter area till +20 area opposite the correct meter area.

Markers shall be placed per 5-metre area beyond the –20 and +20 meters area in the middle of the correct area

The landing strip.
Each meter must be marked by paint or chalk (on grass) from –20 to +20 meter area, and outside that zone every 5 meters area (see picture). The zero area must be clearly marked.

Approach markers.
Two markers will be clearly positioned 24 meters apart at the 50 meters in front of the middle of the zero area. Aircraft have to approach in between these markers on their final approach path. Approaching from outside may be considered as dangerous

Zero area specification
There is an imaginary zero line. The zero area is per full meter on each side of this line. Outside the zero area scoring will be done per one meter area till the –20 and +20 meter area and beyond this per 5 meters till the limit of the landing strip



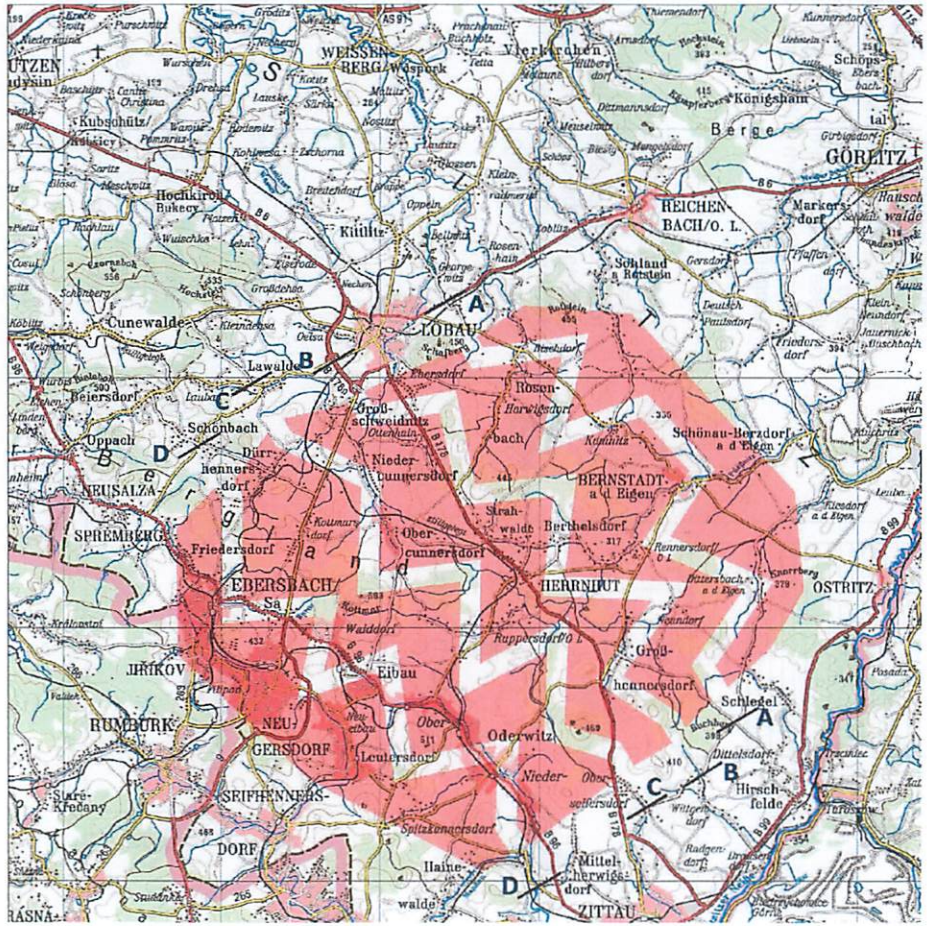

Obstacle specification
Position 50 meters in front of the middle of zero area.
Thin cotton or nylon line with cloth flags in colour
Do not tie the line to poles!
It should slip off easily.
The height (2 meters ) should be checked at the runway center line.

Error! Reference source not found.

## Competition: 2013 ANR Bautzen

### Parcour: 1 Trainingsparcours

Corridor width = 0.4 NM
SP to FP length = 16 NM
SP to FP time @ 80 kts = 12 min
Scale: 1:200'000




| Comp. Nr: | | Track: | |
|---|---|---|---|

| | Dist. | TT | EET | ETO |
|---|---|---|---|---|
| T/O | | | | |
| SP | | | | |
| TP0 | | | | |
| TP1 | | | | |
| TP2 | | | | |
| TP3 | | | | |
| TP4 | | | | |
| TP5 | | | | |
| TP6 | | | | |
| TP7 | | | | |
| TP8 | | | | |
| TP9 | | | | |
| FP | | | | |
| Σ | | | | |

# B. ORGANISATION RULES

## B.1 GENERAL

B.1.1 Before any National Aero Club offers to host a continental or world championship, that National Aero Club must be able to satisfy the FAI on the following points:

B.1.1.1 That sufficient experience in the discipline exists in the host country to ensure a high standard.

B.1.1.2 There should be at least 3 officials experienced in the discipline and able to provide their capabilities of organizing the championship.

B.1.2 The host Aero Club must be able to provide an airfield with limited traffic. An airfield with bilingual controlling during practice or any championship must be avoided.

B.1.3 In selecting a venue, the host Aero Club must be able to provide reasonable accommodation close to the airfield. (see also B 4.1)

B.1.4 The host Aero Club should develop a close working relationship at an early stage with the Juror and the International Chief Judge.

B.1.5 The host Aero Club must follow the rules and regulations. If any doubts exist as to interpretation the advice of the International Chief Judge and/or the Juror should be sought.

B.1.6 The host country must not run other competitions at the same time, on the same airfield or competition area.

B.1.7 Practice for display, demonstrations, etc. must not interfere with competition practice schedule, which must have priority.

B.1.8 Any display, show or demonstration must not interfere with the competition.

B.1.9 The host National Aero Club will take adequate insurance coverage for all competitors as required by the national law. In any case all international personnel (i.e. Juror, Judges, support personnel) must be insured by the Organizer against third party legal liability risk.

B.1.10 The host National Aero Club will provide figures of competition expenses in accordance with Appendix B1 to GAC together with the Local Rules.

B.1.11 To ensure that the organizers of world and continental flight championships abide by the appropriate rules and regulations and fulfils the commitments made by the organizers, an amount in EUROS equal to the entry fee for five (5) crews will be given to the Juror prior to the start of competition, to be held by him until the Juror certifies at the close of the competition that the event has been conducted correctly, the complete results prepared for transmission to FAI headquarters, and the Sanction Fee has been transferred to FAI. At this time the amount withheld shall be returned to the organizers. Should the Juror determine for any reason that the competition was not properly conducted, the total amount will be forwarded immediately by the Juror to FAI headquarters, to be held there until the matter can be reviewed at the next plenary meeting of GAC.

## B.2 VENUE

B.2.1 It is necessary when considering the location of the championship to give careful consideration to the type of terrain readily available around possible airfields. It is ideal to arrange for flat or mixed terrain of flat and hill ground and to select an area that is not too easy to navigate over.

B.2.2 Consideration should be given to the general air traffic flow within the competition area, and to control zones, prohibited areas and danger areas, which exist and would hinder the settling of a competition navigation course.

B.2.3 Reference should be made to the facilities offered on each aerodrome, including those of air traffic control, Fire-fighting and Ambulance service, availability of fuel, hangar space, etc.

B.2.4 It is of advantage if the airfield enjoys either a restaurant or adequate clubhouse facilities for competitors and spectators.

B.2.5 The airfield should not be located more than 30 minutes travel time from the given recommendations for the participants.

B.2.6 The airfield should be available for formal familiarization and practice in the week prior to the championship, during which time the airfield will be run under strict local rules to which all participants will be expected to adhere. There must be no charge for practice landings.

B.2.7 The airfield should be provided with 2 concrete or hard surface runways wherever possible. An airfield where the runways do not have a uniform surface at least 15 meters wide is not acceptable.

B.2.8 When selecting the time frame for the championship the weather history within the area of the competition should be considered.

B.2.9 Special attention should be given to the placing and size of the flight planning/briefing room. For Air Navigation Race Competitions the room should have ample space to hold sufficient tables with adequate separation between them.

B.2.10 Telephone and telefax facilities should be available.

B.2.11 Communication and information about the competition will take place via internet (e-mail/website). All reports will be displayed on the info-board at the airfield.

## B.3 TRANSPORT

B.3.1 Participants are responsible for their own transport.

B.3.2 The International Chief Judge and the Juror must be provided with one own independent transportation.

## B.4 ACCOMMODATION

B.4.1 Participants organize their own accommodation. The organizers will be happy to give recommendations on request.

B.4.2 There will only be basic refreshments/food on the airfield (to be paid for).

## B.5 AIRCRAFT HIRE

B.5.1 Participants organize their own aircraft. The organizers will be happy to give recommendations on request. (Exception see B.6.10)

B.5.2 Pilots planning to avail themselves of this service should initiate a request at least six months before the event, specifying type, length of hire, hours to be flown, etc. They should also furnish details of their own licenses and experience.

B.5.3 Aircraft for hire should have the following minimum standard guaranteed:

a) Air speed indicator
b) Altimeter
c) Magnetic compass and directional gyro
d) Turn and bank indicator and/or artificial horizon
e) VHF/COM equipment with all appropriate frequencies
f) Third party legal liability insurance to the level required in the host country.

## B.6 TRAINING PRACTICE

B.6.1 Practice and familiarization of the competition area should be available in the week prior to the championship. There should be no additional charges for landings.

B.6.2 Navigation practice can take place without affecting the normal airfield routine.

B.6.3 Landing practice for each competitor may be limited to not more than 2 landings after a navigation practice. Landing practice may be limited in the week prior to the competition week.

B.6.4 During practice, it is essential that airfield routine regulations be observed. It is also necessary for other non-competitive traffic to use the airfield and therefore strict R/T control will be necessary.

B.6.5 Daily flying should be restricted to 08.00 - 18.00.

B.6.6 Training practice must not be interrupted for display or show practice.

B.6.7 An example of the flight planning form to be used in the competition is attached as Appendix A2.

B.6.8 Organizing National Aero Club must provide a sample of the competition map one month before the competition.

B.6.9 Organizing National Aero Club must prepare 1 Air Navigation Race with 2 training routes of the same level as Competition Routes and free of charge.

B.6.10 Under no circumstances shall the same aircraft be used in the competition by more than one competing team, unless the Competition Management can provide the necessary number of aircraft which all the pilots may fly.

## B.7 BRIEFINGS

B.7.1 Full briefings must be attended by all concerned.

B.7.2 Opening briefing must be attended by juror, judges, operational officials, team managers and teams (pilot/navigator); the object being to explain the running of the competition, the program to be adhered to including the social program, channels of communication, the basis of judging, define operating procedures.

Specific issues concerning the use of Flight Data Recording and GSM / GPS data transmitter Equipment have to be covered during the Opening Briefing.

B.7.3 Competitors briefing with operating procedures by internet.

B.7.4 Daily program by internet.

B.7.5 Met briefing by internet.

B.7.6 Landing briefing must be attended by juror, judges, team managers and all teams; he object being to define procedures, circuit discipline, signals, etc.

## B.8 METEOROLOGY

B.8.1 A competent meteorologist shall be available for the weather briefings via internet.

B.8.2 The meteorologist should be familiar with the local weather patterns and familiar with VFR flying.

B.8.3 Forecasts must be published prior to the take-off for each navigation group.

B.8.4 General forecasts will be given by internet before the first Air Navigation Race flight planning begins, and will be updated.

B.8.5 The weather minima for the Air Navigation Race tests will not be less than 3 kilometers visibility with the cloud base 1000 ft' above ground level of the highest point of the course. In the event that any part of the Air Navigation Race course is within controlled airspace, consent must be given for the minimum to apply.

B.8.6 Throughout the Air Navigation Race test there should be an aircraft available to check deterioration of weather. Either the juror or the international chief judge will accompany the aircraft during any check flight.

B.8.7 The minimum cloud base for power landings will be 500 AGL and power off landings 1000' AGL. In both cases the visibility will be at least 1.5 kilometers. If the minima are below those legally required in the host country, then the host country's rules must be applied.

B.8.8 If the wind speed near the ground is more than 25kts, gusts included, flying will be stopped. If the crosswind component, gusts included, exceeds the published maximum demonstrated crosswind or a stated limit, flying will be stopped on the runway in use. The maximum crosswind component for the competition will be 12kts.

## B.9 AIR NAVIGATION RACE TEST

B.9.1 The organizer has to prepare a minimum of 3 complete Air Navigation Race parcours.

B.9.2 A single map will be used for the navigation test. Details of the map should include all roads and railways in normal use, large lakes, rivers and creeks, color coded and/or elevation contours, towns and villages, etc. It should also contain certain spot heights and location of high obstacles.

B.9.3 In selecting a course for the Air Navigation Race event, the competition director should give thought to the type of terrain available to him to ensure that a mixture is within the set route.

B.9.4 The route planner must consider the following points:

- Positions of SP and FP must be determined on the ground, using two independent GPS, working on WGS 84.
- The Organizer must provide the number of Computers and Printers deemed necessary by the scoring team.

B.9.5 The start and finish points must be clearly marked or defined. Departure and arrival charts shall be given to competitors where the start and finish points are defined.

B.9.6 A master clock shall be placed outside the flight planning room and will be synchronized with GPS-Time taken from a GPS-unit.

B.9.7 Start numbers at the qualification round to be drawn by the pilots.

- Groups should consist of pilots of the same nationality to promote inter group competitiveness.

B.9.8 The competition management will define the radio frequency to be selected for the Air Navigation Race event. Competitors may be issued other frequencies to be used in the case of emergency.

- Competitors should be advised at briefing that use of other frequencies will result in disqualification. They should also be advised of the possibility that the flight will be scanned by radar hence it will be essential for a listening watch to be kept on the prescribed frequency at all times.

B.9.9 After flight planning, the competitor will be required to depart from the flight planning room to his aircraft. Under no circumstances will he be permitted to communicate with any other person apart from the competition management and it must be made clear to him that his start-up time, taxi and readiness for take-off at the prescribed time is entirely his responsibility. In the event of a delayed start to an Air Navigation Race flight by more than 1 minute for the group, by reason of mechanical or ATC failure, the competitors will be rescheduled to fly later.

B.9.10 On return from the competition, the competitor will be taken to a debriefing area. The competitor will be debriefed by members of the competition management who will examine his data logger.

B.9.11 If a competitor, by radio, reports deteriorating weather to the minima allowed, this should be checked immediately by a weather aircraft (see B.8.6). A competitor asking for assistance automatically terminates his navigation flight at the point. The competition management may not recall any competitor from his navigation flight.

B.9.12 The competition director will not, without the express consent of the international chief judge and the international juror, permit any person other than observation crews, the international chief judge or the international juror, to have knowledge of or visit any part of the Air Navigation Race course until the Air Navigation Race test is concluded.

## B.10 LANDINGS

B.10.1 In locating the position of the landing strip on the runway, consideration should be given to the position of the Judges, video camera operators and spectators. Neither judges nor video camera operators should be looking into the sun. In the latter case, spectators, conditions permitting, should not be allowed nearer than 30 meters to the landing strip.
Wherever possible, this should be fenced off for safety reasons. Team managers only will be allowed to observe the landings from a position 15 meters opposite the touchdown line if safety conditions and aerodrome regulations so permit.

B.10.2 Aircraft ground movements and traffic patterns must be carefully planned and briefed to the pilots. Useful aids are maps or sketches with detailed information.

B.10.3 Suitable marshals and ground controllers should be located in prominent positions, the ground controller being in direct communication with the international chief judge.

B.10.4 It is important that the zero area is clearly marked. The juror will check the visibility of all markers prior to the landing competition.

B.10.5 There should be clear distance markers along the runway. Landing officials should be placed about 5 meters outside the distance markers, and be prepared to run along these markers to define the touchdown point. One landing official should be permanently stationed opposite the zero line.

B.10.6 Only the international chief judge will be responsible for communicating the results of the competitor's landing to the Secretary for entering into the competitor's record sheet in English, being the competition language.

B.10.7 Video recording of landings shall be arranged as they are vital to enable the juror to come to a decision on a protest based on factual evidence. The video crew should comprise at least two hand held video cameras located about 10 meters from the runway and positioned about 20 meters before and after the "0" line. Video crews must be trained before the competition to provide the best camera location and viewing angle. A continuous following of the wheels, before, during and after the touchdown, is essential and runway markings must be visible on the videotape to enable final judgment on touchdown point and landing techniques.

B.10.8 The International Chief Judge will be provided with an equipment, which has to be placed nearby the zero line with a minimum height of 2 meters above ground. The wind direction and wind speed have to be recorded in the touchdown moment of each aircraft. This will provide factual evidence in the case of one-wheel landings, which are allowed only when the international chief judge has declared a crosswind.

B.10.9 The host nation will ensure that a reserved area is available, opposite the touchdown line, for team managers only. It will be placed not less than 15 meters from the edge of the runway (see B.10.1).

B.10.10 An electronic recording system previously approved by C.I.A.G. must be used. It must be in conjunction with visual judging. In the event of failure only, visual judging will be used for that group.

## B.11 INTERNATIONAL JUDGES AND OPERATIONAL OFFICIALS

B.11.1 The differing rules must be made clear at the initial briefing.

B.11.2 The landing competition will be run under the control of the international chief judge supported by the official responsible for landings. Each participating country will be invited to provide international judges to officiate under the chairmanship of the International Chief Judge.

B.11.3 The international chief judge will be responsible for the placing of the individual judges and for the recording of the results of each competitor. The competition director will not participate in judging the landings in any way whatsoever.

Judging comments must in competition language (English).

B.11.4 In the event of the judges not being able to reach a definitive decision regarding any landing, then the international chief judge makes the final decision. In the case of an abnormal landing the international chief judge must consult at least two other international judges.

B.11.5 It should be made perfectly clear that although the juror will be present in the same locality and making their own notes these are only usable as supporting evidence, should they be required to decide a protest. At no time will they seek to influence any decision made by the judges. However the juror may, if the opportunity occurs, offer advice to the international chief judge if requested.

B.11.6 Para B.11.5 above does not prevent the juror disqualifying any competitor guilty of dangerous flying.

## B.12 JUROR

B.12.1 The international juror is commissioned by FAI to observe that the event is properly organized and run. The juror should be a qualified expert in the sport.

B.12.2 The juror must be privy to all matters of detail of the Championships and be kept fully informed.

B.12.3 The juror has access at all times to the competition director and may advice upon organizational problems. He's allowed to inspect any part of the facilities including the course. He will be provided with master maps at the start of the Air Navigation Race event.

B.12.4 The juror should be acquainted with the details of the Air Navigation Race test.

B.12.5 The juror will be provided with an office of adequate size to hear protests. The office will be kept locked at all times in the absence of the juror. The room will, where appropriate, contain a TV, videocassette recorder and monitor.

B.12.6 The obligation for organizing an event is that the host nation, the juror and international chief judge are available to ensure that the event is run in accordance with the rules. Neither the juror nor the international chief judge is responsible for any organizational problems.

B.12.7 The Juror, in consultation with the International Chief Judge has the right to authorize the use of technical equipment after suitable testing at the appropriate level.

## B.13 RESULTS

B.13.1 It should be the aim of the competition director to post the results at the earliest possible moment after all protests have been investigated, amendments made and the results ratified by the international chief judge and the juror.

B.13.2 Results will be displayed on internet.

B.13.3 All final results together with all maps and flight plans will be returned to each competitor as soon as the competition is closed. If necessary, the competition director will send these to the National Aero Club immediately after the championship.

## B.14 PRIZES AND PRIZE-GIVING

B.14.1 The usual awards approved by FAI will be made following ratification of the results by the international chief judge and the juror.

B.14.2 The host Aero Club should endeavor to provide additional prizes and souvenir gifts to the championship.

B.14.3 Awards should be made at the final banquet or at the closing function of the championship.

B.14.4 The competition director must allow sufficient time 6 hours minimum between the commencement of hearings on protests and the start of the final banquet. See also protests.

B.14.5 Gold, silver and bronze medals will be awarded to the top 3 placing in each categories. Both pilots and navigators will receive medals.

B.14.6 List of trophies

# C. LOCAL REGULATIONS

## C.1 INTRODUCTION

## C.2 ORGANIZER

## C.3 PLACE

## C.4 DATES

## C.5 ENTRIES

Completed entry forms shall be submitted by the Competitor's National Aero Club and shall be sent to:

to arrive by.....together with the entry fee. Entries received after this date may be accepted if there are vacancies, at the discretion of the Organizer. If a NAC sends a final entry but fails to pay the required entry fee, that NAC shall loose its right to participate in subsequent General Aviation Commission events until the fee is paid.

## C.6 ENTRY FEE

C.6.1 The entry fee for each category is set out below:

a) for the aircraft: NONE
b) for each Pilot (and Navigator)
c) for each additional Member of the Team (Team Manager, Engineers, etc.)
d) for International Judges and Judge Observers ( 50% discount for 1 Intl. Judge / country)

The entry fee must be paid with a check for the amount entitled to....., or by a bank transfer to:.....

C.6.2 Each entry form is regarded as accepted only when it is acknowledged by the Organizer; the acknowledgement will only be given when the entry fee has been received by the Organizer.

C.6.3 Entry fees include Opening Ceremony and Prize Giving Banquet; 1 Competitors ICAO 1:500`000 map is also included..

C.6.4 Cancellation of entries are possible before the final entry date without penalty.

After the final entry date, cancellation will be penalized by withholding 10% of the entry fee for each crew.

Cancellation later than 15 days before the beginning of the event will be penalized by withholding a maximum of 50% of the entry fee.

**C.7 TEAM MEMBERS**

**C.8 AIRCRAFT AND INSURANCE**

C.8.1 AIRCRAFT

C.8.2 INSURANCE

**C.9 ARRIVALS**

**C.10 LANGUAGE**

**C.11 BRIEFINGS**

**C.12 SPECIFIC RULES**

**C.13 COMPETITION MAP**

**C.14 DOPING CONTROL**

**C.15 CORRESPONDENCE AND COMMUNICATION**

# D. JUDGES AND JUROR

## D.1 GENERAL

D.1.1 The General Section of the Sporting Code (4.3.2) specifies that the International Juror must have a thorough knowledge of both the Sporting Code and the Rules and Regulations governing the event. 4.3.3 requires International Judges to have detailed knowledge of the Rules and Regulations of the Sport concerned.

D.1.2 The General Section of the Sporting Code specifies that the International Juror (4.3.2) and the International Chief Judge (4.3.3) shall be appointed by the Commission concerned with the discipline (GAC).

D.1.3 In the event that a Juror or the International Chief Judge is unable to take up his appointment, he must inform through his NAC, at the earliest possible moment FAI/GAC, the organizing NAC. A replacement will be appointed by the President of GAC following consultation with the Chairman of the Sub-Committee concerned and the organizing NAC.

## D.2 INTERNATIONAL JUROR

### D.2.1 SELECTION

D.2.1.1 GAC ANR Championships will have one juror. The Juror must be selected from the appropriate approved list of International Jurors, which is held and updated by FAI/GAC.

Jurors for an event will be proposed by the organizing NAC to the Subcommittee concerned. The Sub-committee will evaluate the proposal and will give advice to GAC.

GAC will then decide on the advice of the Subcommittee and appoint the Juror for the event concerned.

D.2.1.2 In selecting a Juror attention must be given to the relevant sections of the Sporting Code particularly in respect to not having two Members of the same nationality or the same nationality as the organizing NAC.

### D.2.2 QUALIFICATION

D.2.2.1 International Jurors must have had experience either as a Jury «Observer», International Judge, as Chief Judge or as Competition Director. The qualification as International Judge and a working knowledge of English is compulsory.

D.2.2.2 The Sub-committee concerned will propose to GAC to delete any person from the LIST OF INTERNATIONAL JUROR MEMBERS if the individual was not acting as INTERNATIONAL JUROR MEMBER or INTERNATIONAL JUDGE or Competition Director of International competitions within the last 5 years (or as a competitor in International competitions within the last 2 years).

D.2.2.3 Juror «Observers» are only permitted to study the working of the Juror, as directed by the the Juror itself, without, in any way, interfering with decisions.

D.2.2.4 Requirements for being a Juror Observer:

a. Attendance at one World or Continental Championship as competitor.
b. Experience of organizational work and judging at major national events.
c. Appointment as an International Judge.

D.2.2.5 Experience in the organizational work and judging is obtained by participating in at least three major national events either as a Judge or Assistant Competition Director.

D.2.2.6 Application form for appointment as an International Juror is attached as Appendix D1.

## D.3 INTERNATIONAL JUDGES

A panel of International Judges should be appointed whenever a Competition contains subjective evaluation of performance (Sporting Code 4.3.3). International Judges shall be appointed for all GAC events.

Each participating country has to send a minimum of one qualified International Judge to an event defined according to the Sporting Code (4.1.2.2), if that country sends a team of three or more pilots. If no International Judge is sent, entry fee for the missing judge must be paid. The organizing NAC can offer to accept more than one International Judge per country.

The panel of International Judges will be led by an International Chief Judge according to the Sporting Code (4.3.3).

### D.3.1 SELECTION

D.3.1.1 The International Chief Judge for an event will be proposed by the organizing NAC to the Sub-committee concerned. The Subcommittee will evaluate the proposal and will give advice to GAC. GAC will then decide on the proposal of the Sub-committee and appoint the International Chief Judge for the event concerned.

D.3.1.2 The International Chief Judge shall not be of the same nationality as the organizing NAC according to the Sporting Code (4.3.5). The organizing NAC has the right to appoint an International Judge.

D.3.1.3 An International Judge shall not be a Competitor, nor a team manager, nor hold any position in the organization of the Championship.

D.3.1.4 An International Judge must be selected only from the approved list of International Judges, which is held and updated by FAI/GAC.

### D.3.2 QUALIFICATION

D.3.2.1 Qualification for being an International Chief Judge shall require experience as an International Judge during at least one World or Continental Championship, in addition to experience of organizational work and judging at major national events. Any effort should be made to propose/select the International Chief Judge from the current list of International Juror Members.

D.3.2.2 Any person should be deleted from the GAC's LIST OF INTERNATIONAL JUDGES if the individual was not acting as INTERNATIONAL JUDGE or Competition Director or competing pilot within the last 6 years.

D.3.2.3 An International Judge shall have detailed knowledge of all the Rules and Regulations of the sport concerned according to the Sporting Code (4.3.2). A working knowledge of English is compulsory.

D.3.2.4 International Judges should have experience of judging at not less than three major national events, and should preferably also have had experience as a Competitor. He/she shall have been the Chief Judge or Competition Director at not less than one major national event. Participation as Judge Observer can replace one other requirement.

D.3.2.5 It is essential that NAC's organize training seminars for prospective Judges in connection with national events. At such seminars, the relevant Rules and Regulations including the Sporting Code should be instructed in theory. The event itself then becomes a practical exercise.

D.3.2.6 Application form for appointment as International Judge is attached as Appendix D2.

## D.4 CHAMPIONSHIP OFFICIALS

D.4.1 The Competition Director shall be an International Judge. A working knowledge of English is compulsory.

D.4.2 The Route Planner must have experience in the route planning of major national events, run according to these rules and regulations.

D.4.3 The Local Chief Judge must have a working knowledge of English. He/she should have the qualification of an International Judge.

## D.5 COSTS

D.5.1 The cost of travel to and from the venue for the event, together with the cost of accommodation and meals during the required stay at the venue, shall be borne by the organizing NAC for the International Juror and the International Chief Judge.

D.5.2 The organizing NAC shall not be required to bear all the cost for the other International Judges. The organizing NAC shall not charge more than half of the regular entry fee for an International Judge / country.

Error! Reference source not found.

## APPLICATION FORM FOR APPOINTMENT AS INTERNATIONAL JUROR FOR AIR NAVIGATION RACE

Please print

Name.....

Address.....

.....

Tel.:..... Fax:.....

National Aero Club.....

Date of application:.....
Year approved as FAI International Judge .....

Requirements (any two of the following four items):

1. Participation as Juror Observer (World or Continental Championships, 1 only)

Year:..... Venue:.....

2. Participation as International Chief Judge (World or Continental Championships, 1 only)

Year:..... Venue:.....

3. Participation as Competition Director ( World or Continental or National Championships under identical rules, 2 only)

Year:..... Venue:.....

Year:..... Venue:.....

4. Participation as a Competitor ( in FAI Air Navigation Race Championships, 2 only)

Year:..... Venue:.....

Year:..... Venue:.....

I confirm that I have a detailed and thorough knowledge of the FAI Sporting Code and the current Rules and Regulations of the sport of Air Navigation Race.

Signed:.....

The National Aero Club of..... confirms, that the information given above is correct.

Date:..... Name of NAC Official (printed):..... Signature:.....

Position in NAC:..... NAC Address:

Tel.:..... Fax:.....

**0**

# APPLICATION FORM FOR APPOINTMENT AS INTERNATIONAL JUDGE FOR AIR NAVIGATION RACE

Please print

Name:.....

Address:.....

.....

Tel.:..... Fax:.....

National Aero Club:..... Date of application:.....

**Requirements** (any two of the following four items):

**1. Participation as Judge** ( National Championships, minimum of 3 required)

Year:..... Venue:.....

Year:..... Venue:.....

Year:..... Venue:.....

**2. Participation as Chief Judge or Competition Director** (National Championships, minimum of 1 required)

Year:..... Venue:.....

**3. Participation as Competitor** (International Championships, minimum of 3 required)

Year:..... Venue:.....

Year:..... Venue:.....

Year:..... Venue:.....

**4. Participation as a Judge Observer** ( International Championships minimum of 1 required)

Year:..... Venue:.....

I confirm that I have detailed and thorough knowledge of the Rules and Regulations of Air Navigation Race Flying.
I have a working knowledge of English.

Signed:.....

The National Aero Club of..... confirms, that the information given above is correct.

Date:..... Name of NAC official (printed):..... Signature:.....

Position in NAC:..... NAC Address:

Tel.:..... Fax:.....

# E. BIDS, FINAL DECISION AND APPROVAL OF LOCAL RULES FOR WORLD OR CONTINENTAL CHAMPIONSHIPS.

## E.1 PRELIMINARY BID.

A preliminary bid (or letter of interest) to host a World or Continental Championship may be made to GAC at any time (unrestricted number of years) prior to the date when the planned event shall take place. This preliminary bid shall contain: Type of competition (Air Navigation Race), if it is a World or Continental Championship and the year for the event. Other information is welcome but not necessary. The preliminary bid shall be noted in the minutes of the first GAC meeting after GAC has received the bid. The bidding NAC shall than confirm the bid at all coming GAC meetings (by letter or orally at the meeting) until the final bid is presented.

## E.2 FINAL BID.

The final bid to host a World or Continental Championship, containing all required information, shall be sent to GAC no later than six (6) months prior to the GAC meeting when the decision will be made. The bid shall be forwarded to the Chairman of the relevant Sub-Committee. The relevant Sub-Committee shall examine all bids and shall make their recommendations to the GAC meeting.

## E.3 CONTENTS IN A FINAL BID.

E.3.1 A final bid to host a World or Continental Championship shall contain the following information to be considered as valid:

a) Name and address of the bidding National Aero Club (NAC).
b) Name and address of organisation delegated by the NAC to organise the event (if any).
c) Experience in organising the relevant type of competition.
d) Name, address and relevant experience of the Competition Director appointed by the organizer.
e) The proposed dates of the event.
f) The site (name of city and airfield).
g) Airfield infrastructure that will be available for the competition (runway length and condition, elevation, equipment's, buildings, facilities, ATC, other traffic, etc.). The venue at the airfield must have the following facilities within walking distance of the apron where the competition aircraft are parked:
   1. Flight planning/briefing room
   2. Team managers post boxes for information distribution
   3. Shop that sells drinks, and snacks
   4. Adequate toilet facilities.
   5. Covered area where pilots waiting to enter the flight planning room.
h) Weather history of the area at the relevant time of the year (air temperature, wind, thunderstorms, etc.).
i) Describing the landscape in the area to be used for navigation flights (flat land, hills or mountains, lakes or rivers, wooded area or open fields etc. in general terms).
j) Type and scale of the competition map. (At least two samples of the map to be used in the competition must be appended to the bid.)
k) Condition and any restrictions of airspace.
l) Any special insurance requirements.
m) Type of accommodation and distance between accommodation and airfield.
n) An indication of the amount of the entry fee and what the entry fee includes.
o) Any conditions concerning admission of participants to the country or location of the event.
p) Signed by the President or the Secretary General of the National Aero Club who is a valid member of FAI.

## E.4 FINAL DECISION ON BIDS.

E.4.1 The GAC meeting will make the final decision of which NAC will be given the right to host a World or Continental Championship three (3) years prior to the date when the event shall take place.

E.4.2 If there is no final and valid bid to host a particular championship three years in advance, the decision may be made at the meeting two (2) or even one (1) year prior to the event. *(To be able to make a decision only one year prior to the event, the final bid together with the proposed local rules shall be in the hands of the Chairman of the relevant Sub-Committee no later than six (6) months prior to the GAC meeting.)*

## E.5 LOCAL RULES

E.5.1 Proposals for local rules for the Championship shall be sent to the Chairman of the relevant Sub-Committee no later than six (6) months prior to the GAC meeting that will approve the rules. The relevant Sub-Committee shall examine the proposed local rules and make their recommendations to the GAC meeting.

E.5.2 The GAC meeting shall approve the Local Rules for a Championship at a regular GAC meeting held at least eight (8) months prior to the event.

# F. APPENDIXES

**APPENDIX A1** Runway marking information
**APPENDIX A2** Example of Flight plan
**APPENDIX D1** APPLICATION FORM FOR APPOINTMENT AS INTERNATIONAL JUROR
**APPENDIX D2** APPLICATION FORM FOR APPOINTMENT AS INTERNATIONAL JUDGE

# G. DOCUMENT - HISTORY

| Version | Date | Author | History |
|---|---|---|---|
| 1 | 2010-10-10 | Maurice Ducret | ANR 2014 formatted and converted into new Word format |
| 2 | 2016-11-05 | Maurice Ducret | • AIMS FOR AIR NAVIGATION RACE (ANR) FLYING COMPETITIONS; 3. Basic some changes<br>• A.0.1.2 competitor number deleted, maximum of four<br>• A.0.1.4 implementation of qualification process<br>• A.1.2.11 precision usage of NB<br>• A.2 adoption to precision rules<br>• A.3 adoption to precision rules<br>• A.4.3.1 & A.4.4.1 implementation of a third option (c)<br>• A.8.2 adoption to precision rules<br>• B.4 changes in accommodation<br>• B.6.10 16 A/C changed to necessary number<br>• B.9.4 scoring team added<br>• B.9.7 start numbers drawn by the pilots<br>• B.10 adoption to precision rules<br>• B.13 Results update of the procedure (master map deleted)<br>• C.6.1 Name change to Navigator<br>• C.6.3 ICAO Map included |

AERO CLUB D'ITALIA

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE FAI

ITALIA FEDERAZIONE SPORTIVA NAZIONALE RICONOSCIUTA DAL CONI

EUROPEAIRSPORT

| SERVIZIO PROPONENTE | | | | |
|---|---|---|---|---|
| AGP | AMM | AVG | SP | TO |

**PROPOSTA DECRETO DEL COMMISSARIO STRAORDINARIO**

**OGGETTO: Istituzione categoria Air Navigation Race specialità Volo a Motore**

**PARERE DEL RESPONSABILE DEL SERVIZIO**

**Si propone l'approvazione per le ragioni esplicitate in preambolo.**

**Data 09 /11 /2018** **IL RESPONSABILE DEL SERVIZIO**

**PARERE DEL RESPONSABILE DI RAGIONERIA**

La spesa di Euro _____ di cui al presente provvedimento trova copertura finanziaria nel cap. _____ del bilancio ed è stata registrata al n. _____ degli impegni provvisori.

**data** ____/____/_____ **IL RESPONSABILE DI RAGIONERIA**

~~**PARERE DELL'INCARICATO DI ELEVATA PROFESSIONALITÀ**~~
~~(richiesto dal D.G. ai sensi degli atti dispositivi del D. G. n. 683 del 29 dicembre 2015 e n. 60 del 26 febbraio 2016)~~

~~**data** ____/____/_____~~ ~~**L'INCARICATO**~~

**PARERE DEL DIRIGENTE**

Si esprime parere favorevole. La specialità è riconosciuta in FAI ed ha ammonito il regolamento.

**data** 19 / 11 / 2018 **IL DIRETTORE GENERALE**