

WPFC2019_Castellon_Feedback_Rimensberger

Rules	Comment
<p>A.0.1</p> <p>“Each competing aircraft and pilot must adhere to the regulations currently in force in the aircraft’s registration country and organizer’s country ...”</p> <p>SERA.13001 Operation of an SSR transponder</p> <ul style="list-style-type: none"> • When an aircraft carries a serviceable SSR transponder, the pilot shall operate the transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purpose. <p>Spain</p> <ul style="list-style-type: none"> • In Spain, airspace is classified in accordance with SERA regulations. • Unless otherwise authorised by the Dirección General de Aviación Civil, the use of transponder is compulsory for all ACFT 	<p>Spain clearly declares, that it is following the SERA regulations given by EASA. Despite this clear regulation the competition direction forced the pilots to switch off the transponder. The pilots had to fly illegally!</p> <p>Pilots were asking for a written confirmation by the appropriate authority, that they have to switch off the TRSP – this conformation was missing.</p> <p>National and international rules and regulations can’t be changed by team-managers, jury, judges or organizers.</p> <p>The only reason for not sticking to the International/European rules was: We can go for the beer earlier. -> This is not acceptable.</p> <p>By the way: nowadays there are other means as well, and not only the transponder, to follow the flight of an ACFT online (Internet). → Quarantine has to be before the flight (see also B.9.10)</p>
<p>A.1.2</p> <p>“Competitor must declare type of equipment in entry form.”</p> <p>A.2.2.19</p> <p>“Competitor must declare type of equipment mentioned in A.2.2.18 in entry form (including fixed installed equipment)”</p>	<p>Was not done</p>

<p>A.4.11</p> <p>“Abnormal landings in all four types of landing are defined thus: (a) – (i)”</p> <p>A.5.1</p> <p>“... All landings are to be video recorded to assist the jury only.”</p>	<p>International chief judge was (after hours of video consultation) deciding in 12 cases, that a landing was abnormal. Pilots were filing protests. The jury accepted these 12 protests without checking the videos and without consulting the international chief judge why the landing was abnormal.</p> <p>Landing contest was a tragedy (see also B.10.17) and not worth a world championship.</p>
<p>A.9.1</p> <p>“Their (jury members) duties include observing and ensuring that the championship is being run in accordance with the FAI sporting code and championship rules.”</p>	<p>Some jury members confirmed in the personal discussion, that the championship was not held according the rules. Nevertheless, they did not intervene.</p>
<p>B.1.1.1</p> <p>“... sufficient experience in the discipline exists in the host country to ensure a high standard.”</p>	<p>Spain has no experience in precision flying ... and it showed</p>

B.1.7

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

During training days and during landing practise slots para jumping was going on. When the jumpers left the dropping ACFT all engines on ground had to be stopped und pilots in the air had to hold over the sea until all jumpers were on ground. This took 10 minutes and more.

There was the situation that up to 6 ACFT had to hold in the downwind during their declared landing slot.

Even during the championship some pilots had to delay their approach after navigation due to the jumpers.

During the last GAC-meeting in Helsinki the organisers promised that this situation with the Para jumping (we had the same problem already during the first WANRC in 2017) would not happen!

The distraction by skydivers was significant and disturbing the entire competition → **not acceptable**

B.2.2

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

Not only during training, but although during the championship, routes were planned only a few meters outside the CTR of LECH (Castellon). Even when the pilots were flying the route correctly (a few meters right of the track) they already made an **illegal airspace infringement**.

B.2.3

“Reference should be made to the facilities offered on each aerodrome, including those of air traffic control, firefighting and ambulance service, availability of fuel, hangar space, etc.”

Fuel station was daily closed between 2 and 4 PM. Resulting in difficulties during training and during the championship. This situation was strengthened by the fact, that ACFT had to be shared by up to 4 pilots (see also **B.6.10**)

→ **not acceptable**

<p>B.2.9</p> <p>“Special attention should be given to the placing and size of the flight planning room.”</p>	<p>Info boxes for the participating countries were in the same room as the planning.</p>
<p>B.5.1</p> <p>“The host NAC must be prepared to initiate arrangements for the hire of aircraft for competitors unable to bring their own competition aircraft.”</p>	<p>No (ZERO!) aircraft was organised.</p> <p>The Norwegians for example had to fly with 2 C150 from Norway to Spain -> 14 hours of flying for one way.</p>
<p>B.6.1</p> <p>“Practice and familiarization of the competition area should be available in the week prior the championship.”</p> <p>B.6.8</p> <p>“... Maps covering all the area of navigation test must be available during the Practice week.”</p>	<p>Only on Thursday afternoon the first training routes were available.</p> <p>On Sunday afternoon it was announced, that there was no more flying on Monday because the runway had to be repaired and the landing field had to be repainted. Nevertheless, skydiving was ongoing the whole Monday!</p>
<p>B.6.8</p> <p>“The NAC must provide an exact example of the competition map, together with the explanation of all symbols used on the map, the flight planning form and the computer printout to every competitor at least one month before the competition.”</p>	<p>Maps became available on Monday of the training week. At that time some teams were already at Castellon.</p>
<p>B.6.9</p> <p>“The host NAC must prepare 3 training routes with 8 photos targets for each route of the same level as competition routes and free of charge.”</p>	<p>Training routes were not of the same level as the competition route and the photos were not according precision rules (more than 100 meters / although to the right).</p> <p>Organisers planned to sell the training routes. Fortunately, the international chief judge could prevent it.</p>

B.6.10

“Under no circumstances shall the same aircraft be used in the competition by more than two pilots.”

ACFT had to be shared by up to 4 pilots, resulting in:
- more than 4 hours in quarantine
- very long competition days
- nights too short (see B.4.4 22:30-07:00)
- flexibility of delaying the navigation lost / additionally fuel station closed between 14:00-16:00

Decision to break the rule and sharing the ACFT by more than 2 pilots was made in advance of the competition by people not having the corresponding competence.

The opinion of the precision flying committee was ignored/overruled

B.8.1

“A competent meteorologist shall be available for the weather briefings.”

General WX-briefing was: “wind calm / no clouds below 2’000 ft AGL”
At the same time the top of the hills nearby the airport were not visible due low clouds. WX-check-flight?

One day the navigation was started and flown despite the fact that WX was below the minimum on several parts of the route. Therefore, the whole day had to be cancelled due to the misjudgement of the organisers. There was no additional navigation route available to compensate.

→ not acceptable

B.10.12

“... Video crews must be trained before the competition to provide the best camera location and viewing angle.”

Video recording was made ad hoc during the competition and with cameras from mobile phones “out-of-the-hand”.

(see also **B.10.17**)

B.10.17

“An electronic recording system previously approved by GAC must be used. It must be in conjunction with visual judging. Only in the event of failure of the electronic recording system will visual judging will be used for that group.”

There was no electronic system.

Decision to break the rule was made in advance of the competition by people not having the corresponding competence.

The opinion of the precision flying committee was ignored

Landing contest was a tragedy and not worth a world championship!