



3rd WANR
CHAMPIONSHIP

Kamenica nad Cirochou • Slovakia • 2024



**3rd FAI WORLD AIR NAVIGATION RACE
CHAMPIONSHIP
Kamenica nad Cirochou 2024
Slovak Republic**

**Competition Director Report
Antonín Kazda**

AUGUST 12th – 25th 2024
Kamenica nad Cirochou, SLOVAK REPUBLIC

From: Antonín Kazda, Competition Director, Slovakia

To: 2025 GAC Plenary Meeting, Catania (Italy)

Venue, Airfield, Airspace, and Competition Area

The 3rd FAI World Air Navigation Race Championship (3rd WANR) took place at Kamenica nad Cirochou Airfield between August 12th – 25th, 2024. In accordance with the Civil Aviation Act of the Slovak Republic, the competition was approved in advance by the Slovak Transport Authority. Kamenica nad Cirochou Airfield was closed to other operations during the competition. There are no environmental restrictions in the Aerodrome Traffic Zone (ATZ) of Kamenica nad Cirochou.

Kamenica nad Cirochou Airfield has two parallel unpaved grass runways, a system of grass taxiways allowing independent one-way movements, and a parking area offering ample space for aircraft parking and tie-downs. The surface of the movement areas, despite being unpaved, was in very good condition.

The airfield and competition area are located in Class G airspace. Close to the airfield, there are two restricted areas, R28 and R28A (AMC-Manageable Area). By arrangement with the air force, no Operational Air Traffic (OAT) flights were planned in these areas during the championship.

The terrain of the competition area presents varied characteristics. Flatland lies to the south, separated from the ATZ by a mountain chain, while undulating terrain and hillocks to the north and west provide a navigation challenge.

Licence Validations and Aircraft Hire

The pilot licences of the team from China were validated by the Transport Authority in accordance with Civil Aviation law. The organiser provided aircraft for hire upon request.

Safety

At every briefing, it was emphasised that safety is of the highest importance in this competition. The weather minima for the Air Navigation Race (ANR) tests (Local Rules B. 8.5) and the aerodrome traffic circuit meteorological conditions minima for the Landing Test, in line with the Commission Implementing Regulation (EU) No 923/2012 of 26

September 2012 — SERA (Standardised European Rules of the Air), were explained during the General Briefing. Procedures for handling weather deterioration below minima were also discussed.

Unfortunately, during landing practice on the 18th of August, there was an aircraft accident in which the aircraft was destroyed, though fortunately, the crew was unharmed. Operations were immediately suspended, and the accident was investigated in accordance with ICAO Annex 13 — Aircraft Accident and Incident Investigation by the Aviation and Maritime Investigation Authority. Following discussions among the Competition Management, the International Chief Judge, the International Juror, and the team manager of the involved team, it was decided, in line with good practice, that the crew should be allowed to fly, but without the pressure of competition. The crew was permitted to fly outside of the competition.

Landing Test

To ensure comparable conditions for all competitors and to guarantee safety during the landing test – and to avoid active runway (RWY) crossing – it was decided to conduct two landings in the morning and two in the afternoon. The morning session comprised *Landing 1* (Normal Landing) and *Landing 2* (Idle Power Landing), while the afternoon session included *Landing 3* (Idle Power Landing without Flaps) and *Landing 4* (Obstacle Landing). Competitors were divided into eleven groups, allowing for a lunch break, which was highly appreciated by the judges and the landing measurement system crew due to the hot weather. The wind was mostly variable, or up to 3 kts from the west or southwest in the afternoon, ensuring fair conditions for all participants.

The landing measurement system worked smoothly without any problems. Special thanks go to the landing measurement system crew—Tom Illgner, Hans, and Toni Pietsch—who are true professionals. I would like to express my gratitude to them for their fantastic work.

Air Navigation Race Competition

The weather conditions during the other competition days were fine, allowing for two combined ANR routes to be flown each day. On one competition day, morning fog at the airport and a cold front forecast for late afternoon made the “window” for flying a bit tight, but we managed, and all competitors experienced good and fair conditions for the ANR.

All phases of the competition days ran smoothly, without any disruptions, thanks to Ladislav Szabo, the Local Chief Judge, and his team of judges and volunteers, Štefan Pohanka, the Route Planner, Martin Hřivna, the Scoring Manager, and Maurice Ducret, the International Chief Judge, who led the debriefings. All of them are great professionals who know exactly what to do, when to do it, and how to do it. They handled their tasks without hesitation or stress.

On the final competition day, a single ANR was flown in the morning by all competitors. The scoring team managed to process the results 31 minutes after the last landing, giving us ample time to announce the four best crews and fly the final ANR in the afternoon. Of the last four crews, three were able to fly the track with zero points.

It may be worth considering whether, with a lower number of crews, everyone should be allowed to fly all eight ANRs.

Conclusion

It is evident that countries that have invested in training the new generation of pilots in recent years have seen success. This challenge now lies ahead for other states.

ANR is a unique air navigation discipline characterised by its simplicity (no pictures, no canvases, and a limited number of time checks). For this reason, it is particularly suitable for young and beginner pilots and should be used to encourage their development. On the other hand, ANR is also dynamic and attractive to the media, with lower competition costs compared to precision flying and rally flying. Thanks to the use of GPS technology and efficient organisation, the results of the course can be made available within 30 minutes after the last pilot lands.

During the Championship, we tested a cockpit camera monitoring system onboard each aircraft to monitor competition flights. This system not only ensures the crew's adherence to rules and regulations but also enhances flight safety (see Bulletin No. 3 FAI WANR 2024, C.13.5). We recommend the continued use of this technology in future competitions.

If the competition is organised in EASA countries, visual meteorological conditions must comply with the Commission Implementing Regulation (EU) No 923/2012 of 26 September 2012 — SERA (Standardised European Rules of the Air).

I would also like to extend my heartfelt thanks to Armin Züger for his work as the International Juror, to Jiří Dodál and Arnošt Foff, Deputy Competition Directors, for their involvement, and to Katarína Pohanková, Deputy Competition Director, whose commitment was indispensable in making this competition a reality.

I would also like to thank all the competing crews and their supporters for their fair play and high level of discipline during the flight days. This ensured that the competition ran smoothly without any hiccups.

Finally, I would like to express my heartfelt thanks to everyone involved in making this competition a success. I am deeply grateful for the wonderful days I had the pleasure of spending with you all.

A handwritten signature in blue ink, appearing to read 'Tony Kazda', written in a cursive style.

Tony Kazda

Competition Director 3rd FAI GAC WANRC