
3rd FAI GAC WORLD AIR NAVIGATION RACE CHAMPIONSHIP

12. – 25. August 2024

Kamenica nad Cirochou, Slovak Republic

From: Maurice Ducret, International Chief Judge
Location: 2025 GAC Plenary Meeting, Catania (Italy)

Preparation phase

The preparation & communication phase started months before the 3rd FAI GAC World Air Navigation Championship (WANRC). The Project management, Trello and Teams tools were used to interact and communicate.

The Trello meetings mostly took place with Katarína Pohanková, Deputy Competition Director. Everything could be addressed on Trello and Katarína took care of everything in an exemplary manner. GPS jamming was also a topic in advance, but fortunately this did not occur during the competition. The participants were informed about the possibility of GPS jamming in advance.

The ANR scoring software which was used was validated in advance by Armin Züger, International Juror and approved. The GS was set to 75 kts in advance, in consideration of the aircraft used.

The German landing measurement system was requested in good time. FAI medals and the FAI flag were ordered at the right time.

The evaluation of the online tracking system started a little late, but finally the needed devices did arrive on time.

Everything necessary was organised in advance so that a successful WANRC competition could take place.

Arrival and preparation of the competition

Armin and I arrived on Thursday the 15th of August. We were picked up by taxi from the airport and taken to the airfield, where we were warmly welcomed by the organizers Katarína and Jiří Dodal, Deputy Competition Director. A car was organized for us which we could use for travel and during the event.

The ANR training flights were in full swing and everything else seemed to be well organized. After a short welcome round, we had a short briefing regarding procedures for Landings and ANR Navigation and some Local Rules adjustments with Antonin Kazda (Tony), Competition Director, Ladislav Szabo, Local Chief Judge, Jiří, Katarína and Armin. Everything was already organized and on track, only the Debriefing for the individual ANR flights was separated from the scoring room, otherwise this would have led to too much disturbance in the scoring room. For ANR Navigation, the organizers came up with the idea of combined ANR routes, i.e. two ANR routes without a landing in between, but with clear instructions from the finish line to the start line of the next ANR route. In general, there is nothing to be

said against this and it can be announced and agreed at the General Briefing. The correct planning time still had to be defined for the combined routes, which was set to 45 minutes Planning time.

All judges, volunteers and helpers were allocated and instructed in advance for the Landings and ANR navigation. Many thanks to all of you, without you there would be no Event like this! Landing tests were already carried out on Saturday and Sunday, everything was well organized and everyone was in the right place (Landing scorers, Judges, Volunteers and Helpers). A big thank you goes also to the German Landing measurement system specialists Tom Illgner, Hans and Tony Pietsch for the smooth and professional process!

More unpleasant was the fact that an aircraft crew had an accident during the training landings. Only the aircraft was damaged fortunately without personal injuries. Together with the Competition director, Team manager, International Jury and myself, it was decided that the Crew must get airborne again quickly, but without the pressure of competition. The crew would only fly outside of the competition.

All the necessary material and catering equipment was set up and brought in and installed and put into operation completely satisfactorily, a very big Thank You goes to Arnošt Foff, Deputy Event Director and his Team!

Before the landing test, we made sure that all aircraft had the necessary wheel markings (this was done with special adhesive strips). Many Tanks Ladislav for your Effort!

Katarína made a special effort, she managed to realise the online tracking in time with the help and support of Flymaster and airports.no. Thank you Katarína!

In summary, however, it can be said that Tony, Arnošt, Katarína and Ladislav with their Team of ANR officials, helpers and volunteers prepared and organized everything very well and in time to make the 3rd WANRC an unforgettable Event!

Participants

In total 32 Teams consisting of Pilot and Navigator from 10 Countries were participating the 3rd FAI GAC World Air Navigation Championship in Kamenica nad Cirochou, Slovak Republic.

Accommodation and meals

During the training week, some teams chose their own hotels. During the competition, everyone stayed at the Hotel Ali Baba in Humenné.

Already from the training days the lunch could be taken in the hangar at the airfield.

Ceremonies

The Opening ceremony was held on the airfield Kamenica nad Cirochou on Sunday 18.8.2024, Tony made the opening speech and Jiří represented the FAI GAC with honour and declared the 3rd FAI GAC WANRC as opened. Various speeches were also held by local representatives.

The Closing ceremony was held on 24.8.2024 in the Courtyard of the Mansion of Humenné.

The FAI anthem and flag was present during both ceremonies. The medals were awarded during the Closing ceremony (I had the honour of announcing the winners :-)). Finally, Jiří Dodal, Deputy Competition Director, closed officially the 3rd FAI GAC WANRC in Kamenica nad Cirochou, Slovak Republic.

The Closing dinner was held at the Hotel Ali Baba.

Airfield facilities

All necessary facilities e.g. Scoring-room, Security place, Planning-room, Debriefing-tent, etc. were in acceptable condition.

All Competitor- and General-information were well displayed at the Information board in the Hangar and distributed via WhatsApp. Two WhatsApp groups were used, one for all participants and the other for the officials & organizers.

Briefings

The Judges briefing (in the Planning-room) as well as the General briefing (in the Hangar) were held at Kamenica nad Cirochou Airfield. The General Briefing was held by Antonin Kazda, Competition Director and myself.

Every day there was a morning briefing for all participants and an evening briefing for all Team managers. The briefing was carried out in an exemplary manner by Tony, with all the necessary information on procedures and Meteo info. Thank you Tony!

Each evening, the Team manager briefing was held, where the preliminary results were announced, among other things, and sent via WhatsApp with the Complaint Starting Time.

Competition days

Day 1:

After making sure that the landing field, markers and the necessary equipment were available and that the entire landing crew was in place, we were ready to go. Armin also gave the green light. All four landing types were flown:

- Landing 1: Normal Landing
- Landing 2: Idle Power Landing
- Landing 3: Idle Power Landing without Flaps
- Landing 4: Obstacle Landing

Eleven Groups were formed, each Group performed Landing 1 and 2 (touch and go and full stop). After the lunch break, landing 3 and 4 were carried out using the same procedure. At the beginning of the Landing test we had a wild change (animals), which was really nice to see. In the afternoon we had to delay one group because a herd of cows crossed the road. The wind was variable and weak in the morning, then freshened up a little towards midday with a light tailwind component, from then on, all landings were noted with wind speed and heading. Later on, we had wind with a westerly component again. Landing scoring was carried out with video checks and value verification using the landing measurement system software.

Day 1 Complaints/Protests: 0 complaints and 0 protests.

Day 2:

On the first ANR Navigation competition day, two ANR routes were flown combined, ANR Route 1 & 2. All Judges, Helpers and Volunteers knew exactly what to do and the procedures worked well. Each aircraft was equipped with an on-board camera so that all manipulations of the crews could be reviewed/tracked afterwards.

All ANR routes could be viewed in good time by the International Jury and myself. The ANR route planning and scoring was always done in an exemplary manner and in a short time. A big Thank You goes to Štefan Pohanka, Route Planner and Martin Hrivna, Scoring Manager!

The individual debriefing took place without any noteworthy incidents. There were only a few questions/uncertainties regarding the return of the mobiles in the envelopes.

It is worth mentioning that there were two crews who completed both routes with zero points and this with corridor widths of 0.3NM and 0.25NM!

Day 2 Complaints/Protests: 2 complaints and 0 protests. -> However, the complaints were withdrawn by the participants within a few minutes. Therefore, there are no further comments on the content of the complaints here.

Day 3:

On the second ANR Navigation competition day, ANR routes 3 and 4 were flown with corridor widths of 0.25NM and 0.3NM. The ANR routes were again flown as combined. The judges, helpers and volunteers were a well-rehearsed team and there was nothing to adjust or correct.

Only the weather did not play along at the beginning of the day and the start list had to be delayed by a few minutes. The two ANR routes could be completed according to the programme.

Again, there were some Crews who scored zero points on both routes, so I was quite impressed!

Day 3 Complaints/Protests: 0 complaints and 0 protests.

Day 4:

On the third ANR Navigation competition day, ANR routes 5 and 6 were flown with corridor widths of 0.20NM.

Due to the weather, the first T/O was set up a little later. The weather conditions were not easy due to the moderate wind. But even under these difficult conditions, some crews achieved ZERO points, but no crew was able to achieve zero points in both routes today.

During the debriefing, the question of using the back-up logger came up several times, so we had to clarify the situation at the Team manager briefing regarding the use of the loggers and distributed the extract from the ANR rules and regulations via WhatsApp and Info board.

Day 4 Complaints/Protests: 0 complaints and 0 protests.

Day 5:

Before the fifth ANR Navigation competition day, we realised that we would have to look at the rules in the event of equal points and adapt them if necessary. The proposal for the rules in the event of equal points was presented at the Team Manager Briefing. Together with the Team managers, we found a workable solution that was accepted by everyone. The amendment was distributed in good time via WhatsApp and the Info board.

On this day, the seventh and last ANR route was flown in the morning. The Final 4 followed in the afternoon. The seventh ANR route had a corridor width of 0.20NM. Once again, amazing results were achieved, three teams scored zero points!

The Final 4 followed in the afternoon and the excitement increased as most people watched the flights in the hangar via airports.no. It was good to clarify the rules in advance, because three Crews managed the almost impossible and scored ZERO points! And this on an ANR route with a corridor width of 0.2NM and two turning points over the lake! Simply unbelievable! The Slovakian crew had received a few points and so they were relegated from third place (after seven ANR routes) to the 4th place. But they took it with great sportsmanship! Congratulations to all of you!

Day 5 Complaints/Protests: 0 complaints and 0 protests.

Findings / Suggestions

During the 3rd FAI GAC WANRC we had a lot of fruitful discussions, exchange of ideas and improvements with the organizers, officials, team managers and competitors.

Just a few keywords:

- Most judges, helpers and volunteers have good ANR knowledge, but nevertheless the study of the rules is necessary and should be checked with a test
- The use of online trackers is a must and was the original idea of ANR. We need to consider how we can continue to support the Organizers in the future. For example, the FAI could offer complete Packages or the Organizers could receive an overview of all possible providers, pre-selected by the FAI. Furthermore, sufficient resources must be made available before and during the competition, this cannot simply be managed on the side (even if Katarína has shown us otherwise :-)).
- The use of GNSS devices and the development and experience of the participants have shown that the ANR routes must be made more difficult. This can be realized, for example, by shortening the legs, i.e. installing additional turning points. Larger heading changes should also be implemented. Height was also an issue, so why not add a third dimension?

Conclusion

The 3rd FAI GAC WANRC was a complete success! It's amazing what the whole Slovakian organizer team has realized, they have a lot of experience in organizing such events!

The daily work, communication, corporation, planning and interaction between Competitors, Judges, Jury, Volunteers and Organization was finally fantastic and lead to this success of the 3rd FAI GAC WANRC!

Most of the competitors had fun and were satisfied and enjoyed their stay in Kamenica nad Cirochou and Hummené. I hope that they will pass on their experiences and impressions to other Pilots, Friends and Families so that ANR becomes more and more worldwide known!

The 3rd FAI GAC WANRC was finally excellent prepared and perfectly organized! They did an enormous job and worked very hard before during and afterwards! Thank you, my Friends from Slovak Republic!

And finally, I would like to thank my ANR colleague and good friend Armin for all he has done for the ANR over the years. Armin you had a successful first time as an International Juror and I would like to thank you for your dedication and valuable work!



Maurice Ducret

International Chief Judge 3rd FAI GAC WANRC