

# 3<sup>rd</sup> FAI World Air Navigation Race Championship from 12-25.8.2024 in Kamenica and Cirochou, Slovak Republic

## Report by the international juror

### General

The 3rd FAI World Air Navigation Race Championship was held from 12-25.8.2024 in Kamenica and Cirochou, Slovak Republic. There were 32 participating teams from 10 different countries, including three teams from China. The competition was held in accordance with the FAI rules and regulations.

### Accommodation, transportation and meals

During the competition, all participants were accommodated in the hotel Ali Baba in Humenne. A bus connection was provided between the hotel and the airfield (driving distance about 10 minutes). Many teams used a rental car. Breakfast and dinner were usually served in the hotel, the lunch was served on the airfield. A hangar party was organized on the last competition day (23.8.)

### Ceremonies

The opening ceremony was held on the airfield on Sunday 18.8.2024, the closing ceremony was held on 24.8.2024 in the courtyard of the renaissance castle of Humenne, in a short walking distance from the hotel. The FAI anthem and flag was present during both ceremonies. The medals were awarded during the closing ceremony by Mr. Maurice Ducret, assisted by Katarína Pohanková. The closing dinner was held at the hotel.

### Airfield facilities, information office

All required facilities were available. The decision regarding the quarantine area was made on rather short notice, but it was ready well in time. The information office (and the office of the international chief judge and the international juror) was in a separate room inside the hangar. The information board was inside the hangar. Benches and tables for the competitors were available in the hangar (both in- and outside of the quarantine area). Water bottles were readily available all the time in the hangar. The Master clock was set up at the corner of the hangar. The debriefing area was under a small tent just outside of the hangar (beside of the scoring room). Aircraft parking fields were marked clearly.

## Training/practice days

Training days were 12-18.8.2024, with official landing training on 18.8.2024. An accident occurred during the official landing training when a C-152 flipped over and was severely damaged, fortunately without personal injuries. The judges and the organizer decided that the participant would not be participating in the landing competition. The participant was allowed to fly the navigation tasks “out of competition”.

## Briefing, communication

Daily briefings (before flight operations ) were held in the hangar at the airfield by the event director Mr. Antonín Kazda. Preliminary results were communicated in the evenings during a team manager meeting (event director Mr. Antonín Kazda, with presence of deputy event director Katarína Pohanková, international chief judge and international juror). The same meeting room on the first floor served also as the room for complaints and protests. Results were communicated via WhatsApp groups and the information board in the hangar on the airfield.

## Landing competition

The landing competition was placed at the beginning of the competition. The competition included all four landing types. The so-called “German landing system” was used. The weather during the landing competition was good, with 0-3 knots with variable direction. The competitors were arranged into groups of 3 aircraft. Each group performed two flights, first with landing types 1+2, then with landing type 3+4.

## Navigation competition

All competitors were flying the full qualification program (7 different routes). Six of these routes were flown as so-called combined routes where two routes were flown consecutively during the same flight, resulting in a total flight time of about one hour. Each participating team flew daily one competition flight, and usually around 16 pm all aircraft were on the ground. Given the good but hot weather, these combined routes proved to be a good decision. After the seven qualification rounds, the best 4 participants proceeded to an additional “final 4”-flight.

Considering the possibility that also the final 4 could end with multiple competitors having zero penalty points, the organizer decided to replace the rules and regulations A.4.3.1 c) “the winner of a second flight” with a local rule as follows: “the competitor with the minimal the sum of penalty points from the qualification rounds 1-7”.

The organizer proactively provided sufficient water and small snacks during the entire event. This was highly appreciated by the competitors.

There were two complaints for the navigation competition, both were withdrawn within 15 minutes, so no further action was required.

Live tracking was provided, using a set of Flymaster trackers and the airports.no web pages.

## Judges and Officials

The international chief judge Mr. Maurice Ducret arrived on Thu 15.8.2024 (three days before the opening of the competition). Cooperation between the officials worked very well. The route planning and scoring worked very well. Routes had been planned well in time, but also changes could easily be implemented during the morning before the competition. Scoring worked very well. It was a pleasure to see that all involved parties knew exactly what to do. Many of the stewards were young persons, which is important, considering the future of aviation.

## GAC/FAI Medals and trophies awarded

- Three sets of gold, silver and bronze medals for the landing competition, navigation competition and the Air Navigation Trophy (combined competition) were awarded.
- Diploma were handed out for ranks 4-10 (for landing competition, navigation competition and the Air Navigation Trophy).
- No other trophies were awarded.

## Sanction and protest fees

The amount of the sanction fee for 32 teams (64 persons) ,  $64 \times 50 = 3200$  €, will be transferred by the competition director to the GAC/FAI account.

There were no protests, i.e. no protest fees.

## Deposit

The deposit was returned to the deputy event director (Mr. Arnošt Foff) during the closing ceremony.

## Duties, arising from the Jury handbook

- The Jury final event report form (ANR rules, appendix A) was handed over to the competition director Mr. Antonín Kazda, after successful verification of the competition results.
- The Report of the Jury to the FAI Secretariat (ANR rules, appendix B) was sent via email after the competition (27.8.2024)
- The Report of the Jury to the Air sports commission (GAC) (ANR rules, appendix D) was sent after the competition (26.8.2024), and this report was sent on 1.9.2024 to the Air sports commission.

## Recommendations

### Navigation tasks:

There was a huge spread in penalties between the first and the last ranking competitor. The best competition pilots however ended with several zero-penalty runs, despite of very narrow corridor widths.

The competition tasks were rather long (30+ nm) and often contained rather long legs and relatively few turning points.

Recommendation: ensure that legs are not too long (preferably less than 2 min straight flight), i.e. there are sufficient turning points, legs of different length (very short legs) and also steep direction changes.

### Use of backup loggers:

During the navigation competition, several participants requested that the backup logger should also be evaluated, and the “better” result used for scoring . The rules and regulations (A.0.2.4) state clearly that this is allowed only in specific cases. Recommendation: Remind the competitors in pre-competition bulletin and/or on the infoboard.

## Special thanks

- Event director Antonín Kazda for his presenting skills, the good atmosphere and clear language during the general briefing, team manager meetings and ceremonies
- deputy event director Arnošt Foff (without him this event would probably not have happened)
- deputy event director Katarína Pohanková, local chief judge Ladislav Szabo for already having solved all issues before the competitors would have noticed them
- deputy event director Jiří Dodál for his valuable expertise regarding the tasks of a Juror
- International chief judge Maurice Ducret for his help and advice (and for being my personal driver)
- The planning and scoring team (Štefan Pohanka, Martin Hrivna) and the team of the German landing system (Hans Pietsch, Tom Illgner) for their professionalism
- All stewards and helpers

Helsinki, 1.9.2024      Armin Züger (Juror)

