General Briefing
3rd FAI GAC WANRC
Slovak Republic 2024

Maurice Ducret

International Chief Judge

3rd **WANR**
CHAMPIONSHIP
Slovakia • Kamenica nad Cirochou • 2024

AGENDA

- **INTRO**
- **ANR Navigation Procedures**
- **ANR Landing Procedures**
- **LOCAL RULES**
- **Q&A**

WORDS FROM THE INTERNATIONAL CHIEF JUDGE

Dear Competitors,

As the International Chief Judge, **I warmly welcome you** *to the* **3rd FAI GAC Air Navigation Race World Championship in the Slovak Republic***.*

As we begin, I want to remind you of two important principles: **safety and fairness***.*

First, safety always comes first*. Please remember to put your safety and the safety of others above all else. No victory is worth risking harm. Fly carefully, respect the conditions, and take care of your aircraft. True success means finishing the competition safely.*

Second, fairness is key*. Compete with respect for the rules and your fellow pilots and navigators. Fairness should come before ambition. Winning is important, but how you win matters even more.*

I wish you **safe flights***, clear skies, and a competition filled with great sportsmanship.* **Good luck to all of you, and may this championship be a wonderful experience!**

Maurice Ducret
International Chief Judge

ANR NAVIGATION PROCEDURES

- All the needed times can be found on the start list (Infoboard and Team Manager Infoboxes)
- The GPS **Master clock is in the entry of the hangar located**.
- **Be at the entrance control for the luggage check**.
  No communication and no navigation devices are allowed (as mobile phones, transportable radios, PDA, GPS, laptops, scanners, etc.), except for Flight Data Recording and GSM / GPS data transmitter Equipment. The devices will be stored or sealed by the entrance control.
- After luggage check you will be guided to the Quarantine.
- The competitors may enter the flight planning room at the assigned time to be ready in time, to receive **the envelope** with:
  - One Flight plan per route
  - Two Competition Maps, scale 1:200'000 (Departure & Arrival route included) per route
  - Detail of the start- and finish- line (SP & FP) per route
  - Additional information how to proceed with combined routes

ANR NAVIGATION PROCEDURES

- The competitors are required to **calculate the flight plans** for the designated routes of the Air Navigation Race test. Two routes will be flown without intermediate landing (combined ANR task).

- **For flight planning and map preparation**, **45 minutes (two routes), 30 minutes (one route)** are allowed. The map preparation will take place in the planning room.

- From the time when the competitors are scheduled to leave the flight planning room, they shall be allowed **15 minutes to go to the aircraft, prepare it for flight and taxi to the take-off position**.

- Stewards will guide the competitors to the aircraft. It's under the **responsibility of the competitors that the GPS logger is running correctly**. **Run mode!**

- **Before each flight the competitors must make sure that all previously registered data of the Flight Data Recording Equipment is deleted.**

ANR NAVIGATION PROCEDURES

- Times will be checked on passing **T/O line (see Information map on website) - overhead Start- and Finish line**.
- 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.
- The competition ground speed is **75kts GS**.
- Departures and return flights via prescribed routes are mandatory!
- After landing, taxi to the parking position. Stewards will assist you.
- All the given documents must be placed in the envelope again. Hand out the **envelope**, the **GPS data logger(s)** and **on-board camera** to the stewards.
- The stewards will accompany you to the scoring area. **Participants do not have access to the scoring office**.
- **The Debriefing** will take place in the Debriefing area as soon as the results are available.
- **After the Debriefing**, the Participants are released.
- **The material** (Devices, Loggers, Documents) can be collected at the end of the complete stage, as soon as the last crew is debriefed.

ANR LANDING TEST PROCEDURES

All four landing types will be flown. Method and procedure given by the Competition Director.

- **LANDING 1: NORMAL LANDING** A landing where the use of power, spoilers, flaps or sideslip is at the discretion of the pilot.

- **LANDING 2: IDLE POWER 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.

- **LANDING 3: IDLE POWER LANDING WITHOUT FLAPS** Abeam the zero line, flying with flaps fully retracted, the engine is throttled back to idle power. Power, spoilers and flaps shall not be used thereafter. Sideslip may be used at the discretion of the pilot.

- **LANDING 4: OBSTACLE LANDING** The competitor will make a landing after passing a marked obstacle 2 meters high, placed 50 meters before the touchdown line. Use of power, spoilers, flaps or sideslip is at the discretion of the pilot. Approaches for the obstacle landing, where the wheels are lower than the obstacle before passing over it, are not permitted.

ANR LANDING TEST PROCEDURES

- The wheels will be painted for video recording by the Organizer.
- Only Judges have permission to stay beside the RWY.
- Team Managers **15 meters** away from RWY.
- Pilots, Navigators, **30 meters** away from RWY
- Spectators and Public viewing, **30 meters** away from RWY
- Marshals and ground controllers should be located close to the RWY to coordinate the T/O via visual advice and radio.

LOCAL RULES

C.13 QUALIFICATION & LANDING

C13.1 ANR Qualification

Qualification will take place on August 20th to 23rd 2024, Tuesday till Friday. All participating crews will complete 2 stages per individual day, each crew will complete 7 qualifying stages in total. The width of the track corridor will be from 0.4 NM to 0.2 NM (instead 0.25 NM).

C.13.2 Final of 4

The finals of the Air Navigation Race competition will take place on August 23rd 2024, Friday. Only the 4 best crews from the qualification with the lowest number of penalties will compete in the final for the winner in navigation.

C.13.3 Landing process

Landing test will be held on Monday August 19th 2024. Landing test will proceed in accordance with RULES AND REGULATIONS GAC Landing appendix. Each crew gradually completes all 4 types of landing in accordance with RULES AND REGULATIONS GAC Landing appendix (Edition 2024).

For the **Combined (Air Navigation Race and Landing)** the results will be counted together out of the ANR Qualification (C.13.1) and the Landings (C.13.3).

LOCAL RULES

C.13 QUALIFICATION & LANDING

C.13.4 Competition speed

Declared competition flight speeds should be the same for all participants. Based on the officially registered participating aircraft types, a uniform speed of **75 kts (GS)** is set.

C.13.5 Monitoring Competition flight

To control the crew's activity during the flight in accordance with the rules and regulations and to increase flight safety, the organizer installs a camera monitoring system in the cockpit on board of each aircraft. Any intentional violation of its function will be considered as unsportsmanlike conduct and will result in crew disqualification.

LOCAL RULES

C.13 QUALIFICATION & LANDING

C.13.7 Loggers and readings

Responsibility for the operation of the Flight Data Recording and GSM / GPS data transmitter Equipment **rests with the Competitors**. Each competitor needs to provide the logger type, logger itself and reading software and test it.

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

C.14. COMPETITION MAP

C.14.1 Map Scale

The map to be used will be, scale **1:200 000**, provided by Organizer. Competition map will be published on the website of the competition 3rd FAI WORLD AIR NAVIGATION RACE CHAMPIONSHIP, Kamenica nad Cirochou 2024, Slovak Republic.

LOCAL RULES

C.14. COMPETITION MAP

C.14.1 Map Scale

The corridors will be **gradually narrowed** from **0.4 NM to 0.2 NM (instead 0.25 NM)** (from qualification to the finals of the competition).

Each competitor individually receives a flight plan for his take-off time according to the start list.

C.14.2 Shape of the corridors

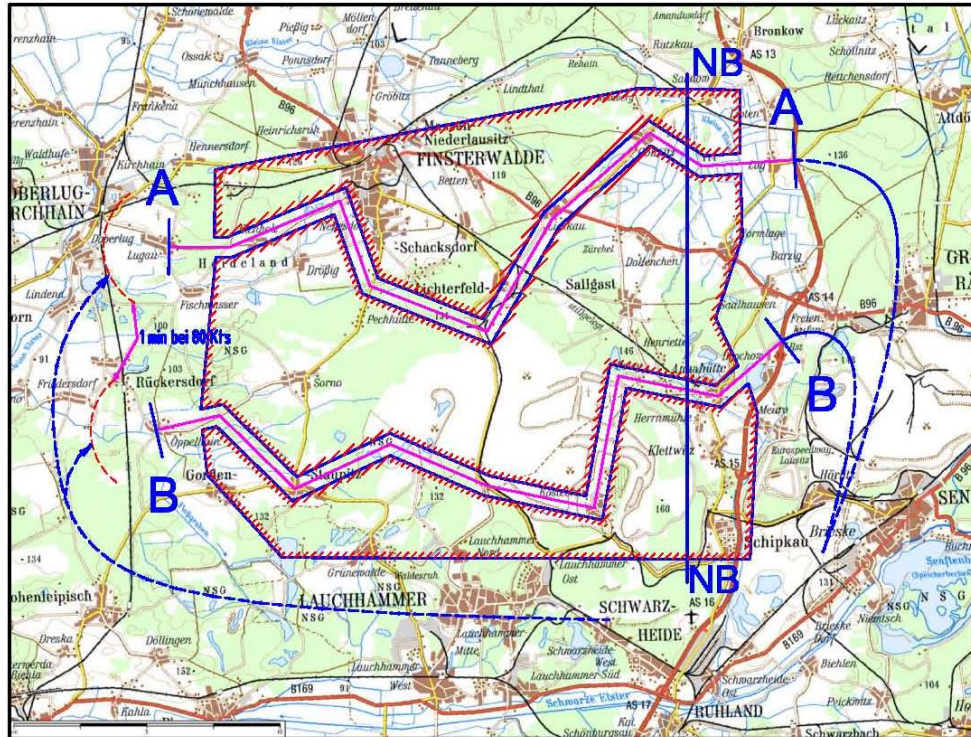Corridors at turning points will be **without external rounding**.

APPLICABLE DOCUMENTS

Documents applicable and **valid** for the **competition**:

- Local Rules
- ANR Rules and Regulations V5a (Edition 2024)
- Landing Appendix V1.4 (Edition 2024)

- All Documents can be found here: https://www.wanr2024.sk/dokumenty/248/SK/Documents

Q&A

	Dist.	TT	EET	ETO
TO				
SP				
TP1				
TP2				
TP3				
TP4				
TP5				
TP6				
TP7				
TP8				
TP9				
FP				
=				

Airways = 0.4 NM
Time = 12' / 80 Kts
Dist.= 16 NM

					2011 Test-Parcour Schipkau	Scale 1:200'000	Name	John DUCRET
	PFA						Date	September 2011
							Visum	Maurice DUCRET

SCHIPKAU