



*Fédération
Aéronautique
Internationale*



CIVA Rules & Judging Sub-Committee Meetings

Rules Proposals for 2012 (Power Aerobatics)

**To be held in Foligno, Italy
09.00, 30 August 2011**

**Hotel Italia
Piazza Matteotti, 12 - 06034 Foligno (PG) - Tel. 0742.350.412**

PROPOSALS OF CANADA



Canada Proposal #1:

To change the description/title of the non-CIVA (“Invited”) Judges at World and Continental Championships.

Three possible terms, for CIVA to consider that best describes people who are in training, and who usually work at an entry level are:

- 1) **Internship/Intern Judges (IJ)** - Usually associated with a professional occupation; e.g. doctor, accountant.
- 2) **Probation Judges (PJ)** - The act of proving; trial of abilities prior to employment. They are on the judging team to earn or improve their RI.
- 3) **Apprentice Judges (AP)** - The term apprentice, is usually associated with the trades, one bound or articulated by indenture to serve a certain number of years to learn some trade or craft.

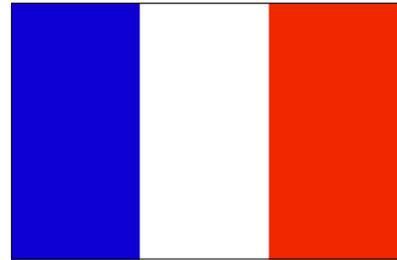
Rationale:

The existing title of non-CIVA Judges on the judging panel is “Invited” Judges (IJ). However, when one receives an invitation to an event one assumes that they don't need to pay for that event - dinner, wedding, etc. unless of course it says that it will have a cost of some sort.

Rule: 2.1.2.1. states “...judges will be **invited** to apply...” meaning however the "CIVA elected judges", those with a proven RI.

It just might be easier to justify handing out reduced Travel Allowances to these judges. Maybe justify is not the right word, but as an example, people who go to University pay a tuition for their education. Then again, some receive scholarships. CIVA can decide from year to year, or contest to contest, how the TAs and Entry Fees can be handled.

PROPOSALS OF FRANCE



France Proposal #1 - Cross-wind figures: Clarification

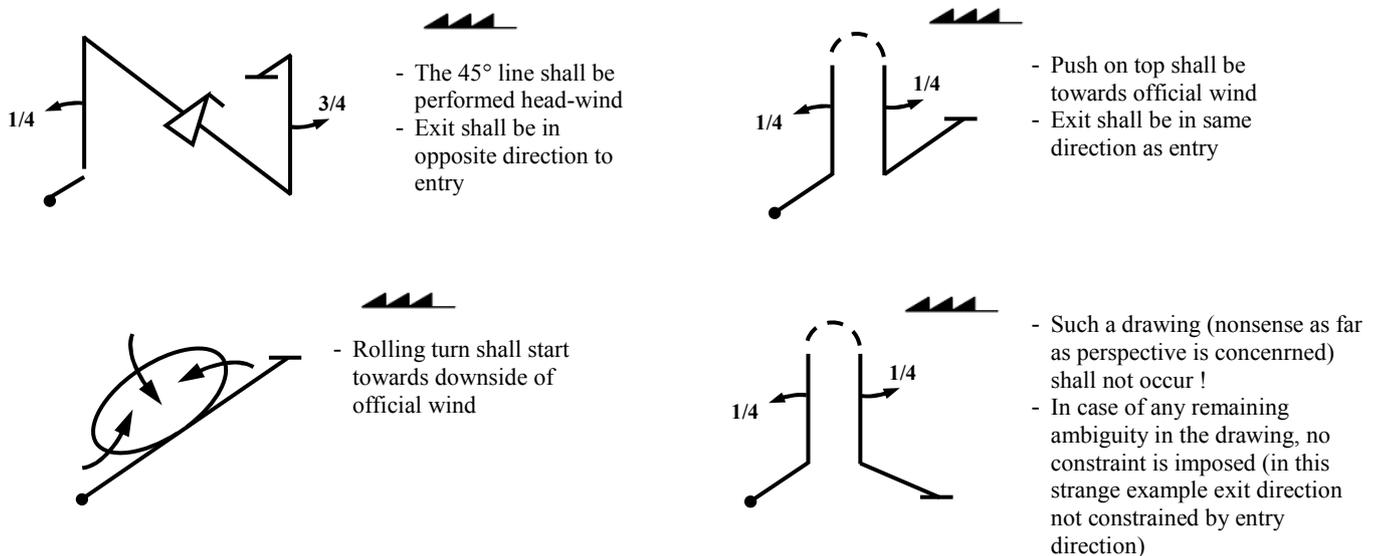
Proposal

The secondary axis is not directional, in the sense that the pilot is free to choose which direction on the secondary axis he is taking when transiting from main axis to secondary axis.

Nevertheless all figures flown with a secondary axis element shall be flown in a direction compatible with the sequence drawing. When both directions are compatible with the drawing depending on the perspective, the pilot is free to decide which way to go, nevertheless the same perspective shall apply for all parts of a given figure.

As far as Free Unknowns are concerned, selected figures are only and fully defined by their catalogue references – therefore this rule has no impact at all on any sequence drawing. However it is required that any submitted sequence drawing shows each figure in a self-standing relevant perspective.

Examples:



Rationale

It is fully recognized that the secondary axis is not directional, in the sense that the pilot is free to choose which direction on the secondary axis he is taking when transiting from main axis to secondary axis.

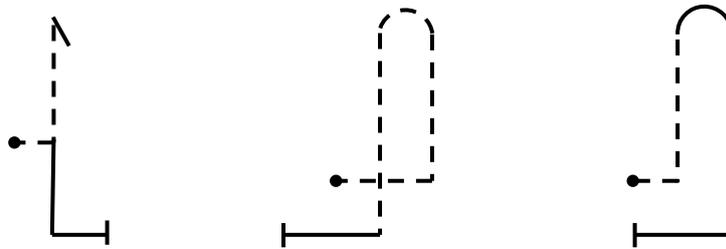
But lack of a rule on the subject of compliance to drawing often leads to long debates in various competitions. The proposed rule aims at bringing clarity and sense:

- avoids unnecessary ambiguities and debates with a crystal-clear rule
- remains fully consistent with non-directionality of secondary axis principle (the pilot has an option in all cases)
- appeals to common sense that flight shall be consistent with sequence drawing

France Proposal #2 - Safety manoeuvres: Safety

Proposal

Add to the list of permitted figures (in Unlimited and Advanced) in 4.3.1.2 the following:



In case one of these figures is flown, the horizontal half-roll figure starting from inverted flight is not flown.

Rationale

Those figures have been introduced in the list of permitted figures in 2011, but with an inverted exit. It is a matter of safety that in case the pilot finds out after the first push that his seat belts are not tightened enough, he should opt for a positive exit. Therefore, allowing those figures with positive exit is a pragmatic way to ensure pilot safety and easy operations (no penalty, no arbitration process should a pilot need a positive exit).

France Proposal #3 - Awards: Clarification & Consistency

Proposal

- Align 1.3.1.3 and 1.3.1.4 with 1.3.1.2 on the matter of Unknown Programmes World Champion.
- Add to 1.3.1.3 and 1.3.1.4 same clarification statement as 1.3.1.2.i).
(*proposed changes underlined*):

1.3.1.3. Champions "A"

Advanced World Champions will be:

a) **Advanced World Champion in the Free Programme:** The competitor who gains the highest number of points in Programme 1.

b) Advanced World Champion in the Unknown Programmes:

The competitor who gains the highest total number of combined points in the two Unknowns.

c) Overall Advanced World Champion:

The competitor who gains the highest total number of points in Programmes 1, 2, and 3.

d) Advanced World Champion Team:

Will be that team with the highest total number of points in Programmes 1, 2 and 3 taking into account the three highest individual scores in that team.

e) Awards will be given in compliance with paragraph 4.5.

1.3.1.4. Champions "Y52"

Yak52 World Champions will be:

a) **Yak52 World Champion in the Known Programme:**

The competitor who gains the highest number of points in the Known Programme.

b) Yak52 World Champion in the Free Programme:

The competitor who gains the highest number of points in Programme 1.

c) Yak52 World Champion in the Unknown Programmes:

The competitor who gains the highest total number of combined points in the two Unknowns.

d) Overall Yak52 World Champion:

The competitor who gains the highest total number of points in the Known Programme plus Programmes 1, 2, and 3.

e) Yak 52 World Champion Team:

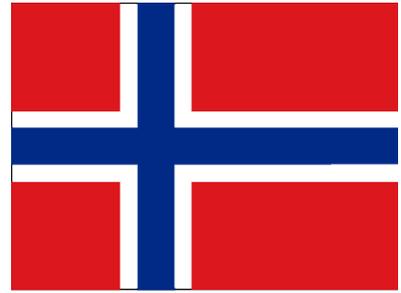
Will be that team with the highest total number of points in the Known Programme plus Programmes 1, 2 and 3 taking into account the three highest individual scores in that team.

f) Awards will be given in compliance with paragraph 4.5.

Rationale:

- Current version of Section 6 (Part 1) is not fully consistent between categories (Unlimited vs. Advanced & Yak 52) in terms of World Champion titles for Unknown programmes – this without any apparent justification. Hence the proposed change.
- Ambiguity between 1.3.1 and 4.5 needs clarification

PROPOSALS OF NORWAY



Norway Proposal #1 – Unknown Figures (Advanced)

Sporting Code Section 6, List of figures for Programme 2 and 3

9.14. Family 8.13 To 8.18

Add the following:

9.14.1.2. Advanced: No flick roll permitted on the downline of 8.15, 8.17 or 8.18

Rationale:

Structural safety. The loop and line segments in these figures may easily, unless careful "g" control is exercised, result in a speed buildup unsafe for a flick.

PROPOSALS OF RUSSIA



Russia Proposal #1

To ban unlinked rolls with a total number of stops more than 10 on lower entry and exit lines of figures Families 7 and 8 (for example 8-point rolls followed by 4-point roll must not be allowed).

Russia Proposal #2

Use the title of the World and European Champion only at the Unlimited World and European Championships. For competitions of advanced level, single type airplanes events, any 'special events' (Desert Challenge, elite formulas etc) or Cups (WGPA etc) a title of 'Winner' should be used.

Russia Proposal #3

Allow teams consisted of more than 5 pilots to submit 2 free unknowns at the World and European championships.

Rationale:

A large team can have different types of airplanes, different opinions and preference. The experience of use of Free Unknowns shows that there were not too many versions chosen by pilots to fly, usually not more than 2. Having 1 or 2 more versions to choose from will not increase load on organizers or Judges dramatically but will allow pilots to fly a sequence which suits their opinion better.

Russia Proposal #4

Allow 8 snap rolls, not more than 5 of the same type, in Unlimited.

Russia Proposal #5

Reduce total number of figures in Unlimited Free Programme to 8.

Russia Proposal #6

In case #5 is not accepted – Increase Total figures K factor in Unlimited Free Programme to 470.

Russia Proposal #7

In case the total number of competitors at Unlimited competitions is less than 60, allow maximum 7 pilots of the same gender with a total of 10 in a team.

Russian Proposal #8

If a sequence starts in inverted flight allow to make wing dips in upright followed by a horizontal half roll to the inverted.

PROPOSALS OF SOUTH AFRICA



South Africa Proposal #1 – Combined Yak-52 & Intermediate Championship

Background

Two years ago a proposal was submitted to CIVA for the introduction of an Intermediate Class, this never received the required number of votes, and feedback was that an additional competition with all it entailed would only complicate the CIVA competition calendar.

It is now intended to reintroduce this proposal in a modified form, in order to eliminate all the perceived problems, whilst at the same time benefiting an existing contest already taking place. At present the Yak-52 Championships have never attracted a large number of entrants, this was partially due to probably setting the flying standards too high, this was recognised and modified by CIVA last year. However no bid was submitted for 2011.

It is now proposed to introduce an Intermediate class to be run to the exact same flying regulations and in conjunction with the Yak-52 contests, the same sequences would be flown with regards to all programmes, using the same set of officials and judges, only the regulations with regards to pilot qualifications and aircraft would differ.

The main benefit from this proposal is that we would almost certainly get numerous Intermediate entrants and this will make the combined Yak-52/Intermediate Championship far more viable financially, with a major increase in income (probably double), whilst there would be no increase in the basic contest structure i.e. the cost of officials and judges would remain constant. This would make it far more attractive to bid for such a combined contest.

Proposed Format

CIVA Regulations would need to be modified on the following basis:

- a) Intermediate would operate in all aspects in an identical manner to Yak52, programmes would be flown in an integrated manner, i.e. both types of entry would be treated in exactly the same manner with regards to flight order and judging.
- b) No aircraft restrictions would apply to the Intermediate Class, being the same as the Advanced Class.
- c) Pilot restrictions would mirror those of the Advanced Class, but would include similar wording to exclude entrants on the same principle in both the Unlimited & Advanced Classes.
- d) The Yak 52 and Intermediate results would be determined separately, consideration could be given to a separate combined classification as well.

Benefits

- a) A new group of pilots would be introduced to International Competition, receiving the benefit of International Competition and camaraderie and providing a platform for creating a future pool of pilots for the Advanced and Unlimited Classes.
- b) CIVA would benefit from an increased sanction fee base.
- c) Many Aero Clubs who currently do not have many Advanced pilots or those that do not operate Yak-52s would now have an opportunity to participate internationally.
- d) Widening the base of aerobatic competitions is in line with FAI Policy.
- e) An opportunity would be created to bring in new aerobatic judges, as a stepping stone to the Advanced and Unlimited Classes.
- f) The current situation where modified Yak-52s are being entered will be resolved, they can fly in Intermediate, thus not denying them an opportunity to compete and retaining the original intent of the Yak-52 contest.
- g) Aircraft considered obsolete from the Advanced and Unlimited classes, such as the Zlin 50 series, Pitts Specials and many others would be competitive in the proposed class.

South Africa Proposal #2 *(To be considered in conjunction with Proposal #1 and proposals from the JSC)*

Background

There is currently discussion within CIVA ranks about the cost of staging contests and the resistance from potential organisers, this year the Advanced European Contest was only bid after the CIVA meeting and no bid at all was received for Yak-52. The reality of the situation is that costs need to be contained or reduced to make bidding more feasible, however, if major savings are to take place they should not be restricted to one area, but spread as wide as possible.

Proposal

- a) Reduce the obligation for organisers to pay for judges down to seven judges and assistants for both Advanced and Unlimited contests, provided that the judges are only picked from the proven pool of Judges and representatives from seven separate Aero Clubs are chosen for each contest.
- b) In conjunction with a) above the combined Yak52/Intermediate Contest (as proposed), the judging line to consist of seven judges of which three are to be from the pool of experienced judges, with at least four being new applicants wishing to gain an international RI record or those judges not considered for the Advanced or Unlimited classes due to previously poor RI results.

Comment: Giving a structured introduction to International Aerobic Judging, without compromising the quality of judging at the highest levels.

- c) Line judges to be eliminated from all contests.

Rationale:

In virtually all instances line judges are provided exclusively from the Organisers local Aero Clubs, in some instances these may consist of experienced judges but equally unqualified personnel may also be used. In either instance neither can be considered neutral. The use of line judges complicates contest procedures and adds considerably to the organisers costs, as up to ten additional personnel may be required. The adoption of the proposals being considered by the JSC concerning positioning would also facilitate this.

- d) Jury be reduced to two persons

Rationale:

If line judges are eliminated, the workload on the Jury will be consequently reduced also.

Benefits

Currently organisers are required to pay accommodation meals etc. for the following officials:

a) 10 Judges & Assistants (only in exceptional circumstances reduced to 7)	20 persons
b) Line Judges (whilst only 4 are required at any one time, a pool is required)	10 “
c) International Jury	<u>3</u> “
Total	33 “

With the proposal in place:

a) Seven Judges & Assistants	14 persons
b) Line judges	0 “
c) International Jury	<u>2</u> “
Total	16 “

Comment:

The above proposal reduces the financial load on the organiser by over 50% for positions where no entry fees can be charged, this is a major saving and will hopefully make bidding for a championship much more viable.

CIVA President's Note: The requirement for a Jury President and 2 or 4 Jury members is established in FAI Sporting Code, General Section, para 4.3.2.3. CIVA does not have the authority to change this requirement.

South Africa Proposal #3 – Bidding process for Championships

Background

For the season 2011, we saw a very well motivated and detailed proposal from the USA to stage the WAC for 2011, narrowly defeated at the CIVA meeting, by a bid a lot less detailed and which has subsequently proved to be unable to fully comply with CIVA Regulations, as it has since been established that Italy is not in a position to train or provide line Judges. (Subsequently following the forced revised location in Italy, it would not have been possible to facilitate line judges anyway due to site constraints). The main factor behind this voting at CIVA was almost certainly not the quality and content of the bid, but rather geographical considerations, which transfers into cost considerations when staging a Championship outside of Europe.

Proposals

- a) That CIVA introduce a formal evaluation system for bids for Championships, which takes into account all the detailed requirements to stage such a championship and to comply with CIVA Regulations and the results of the subsequent evaluation be submitted to the CIVA Plenary for formal approval. (See attachment to this document for copy of the Evaluation System Form)
- b) That CIVA introduces a system where every fourth championship in the series of the various CIVA championships to be held outside of Europe or preference be given to a bid from outside of Europe, providing the evaluation envisaged in a) above is positive. This proposal to be retrospective. This proposal is not intended to limit bids from outside Europe to every fourth year, but merely to give some assurance that there is a fair spread of venues in the overall picture.

Comment

Whilst the majority of competitors are located in Europe, there are significant entrants from other Continents mainly the USA, but also in recent times from South Africa and for this year's WAC from Australia also. Whilst these Aero Clubs are used to finding the funds associated with competing at long distance, it is not fair and reasonable to expect them to be permanently placed at a disadvantage. This proposal of in effect having 75% of the championships in Europe would address this situation, whilst allowing those outside of Europe to plan well ahead and not waste time and effort in preparing bids, which in effect are not settled on merit but rather from cost considerations associated with travel.

PROPOSALS OF THE UNITED KINGDOM



FAI Sporting Code, Section 6, Parts 1 and 2

United Kingdom Proposal #1

6.8.3.6 Downgrades (Rolling Turns)

- i) ~~One (1) point for every five (5) degrees of roll remaining when the aircraft has reached its exit heading.~~
- j) One (1) point for every five (5) degrees of turn remaining when the aircraft has completed its last roll.

Proposal: Delete sub-paragraph i) entirely.

Rationale:

The standard downgrade system requires judges to apply downgrades at the rate of 1 point per 5 degrees; the standard judging "gradient". If judges disagree about a perception of the geometry of a figure, a difference of opinion of 10° will lead to a difference of grades of 2 points.

This particular regulation, however, leads to a situation in which a difference of perception of aircraft heading of just 10 degrees can lead to a difference in grades of 7 or 8 points. This very severe "gradient" can result in widely varying grades, a situation which erodes the confidence in the judging of all participants.

In a rolling turn with 4 rolls per 360 degrees of turn, the wings should be at 45° to horizontal with just 11¼° of turn remaining.

If the aircraft is relatively low in the box and some distance from the side nearest the judges, perception of precise heading can easily vary between judges by 10°, whereas judging of bank angle is likely to be much more consistent. One judge might well consider that the aircraft still had 10° of turn to go when displaying 45° of bank, while another might consider that the aircraft was already on the final heading. The first judge would apply no particular downgrade at this stage while the second judge would award 0.0.

Perception of wings level at the end of the figure is much easier and judges are more consistent about this. The existing sub-paragraph j) allows judges to penalise the end state of the figure based on when the wings come level. This is much more reasonable and consistently judgeable.

Having two methods to assess the "end state" of the figure (bank angle when heading reached and heading when wings level) is an example of double jeopardy for the pilot and leads to

major differences in scores due to differences in judges' perception. Retaining just the existing sub-paragraph j) will result in more consistent and fairer scoring of these figures.

PROPOSALS OF THE U.S.A.



FAI Sporting Code, Section 6, Part 1

USA Proposal #1 - Versatility

The USA proposes to amend the Versatility requirements for Power Programme 1 to remove all limits on the maximum number of figures from any given Family included in the Free Programme design.

4.3.3.6. Versatility

In order to achieve versatility in the design of Programme 1, it is a mandatory requirement that competitors shall include the following. Programmes not including these figures will not be accepted:

Family	Yak 52	Advanced	Unlimited
1	Not Required	At least one figure	
2	At least one from 2.3 to 2.20		At least one from either 2.5 to 2.15 or from 2.17 to 2.20
5	At least one figure		
6	Not required		At least one figure
7	At least one figure		
8	At least one figure		
9.1 to 9.8	At least one from each sub-family		Not specified
9.9 and 9.10	At least one	At least two, no sub-family specified	At least two from each sub-family
9.11 and 9.12	At least one figure from either		
Opposite Rolls	At least one instance with elements from Families 9.1 to 9.10		

[The highlighted text reflects the changes from the current versatility table.]

Rationale:

Section 4.3.3.6 of the *FAI Sporting Code, Part 1*, specifies the minimum figure requirements for constructing Programme 1, the Free Programme. The purpose behind a "versatility" rule for a pilot-designed sequence is to ensure each pilot demonstrates their skills across the spectrum of Aresti families. Once those mandatory figures are included in the Free Programme design, the pilot should be free to include whatever other figures he/she so chooses.

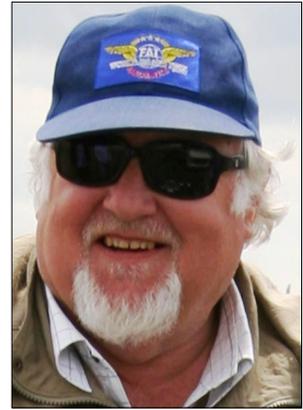
Including two spins in a Free Programme, for example, may or may not be the best design strategy (the current 4.3.3.6 restricts the sequence to one spin), but if the pilot has reason to include more than one spin, why not? Why restrict the Free Programme design to four humpties, but allow an unlimited number of half-loops, as the current rule does?

Including a minimum set of required figures is absolutely required to demonstrate the versatility that each pilot possesses to fly figures from across the Catalogue families. However, there is no reason to regulate the maximum number of certain figures. The existing rules governing maximum number of figures and maximum K-Factor, along with common

sense, provide the necessary boundaries on the figure composition of a Free Programme design, without the artificial limits currently specified by 4.3.3.6.

PROPOSALS OF THE CIVA JUDGING SUB-COMMITTEE

John Gaillard, Chairman



Background

The following changes are either to reflect the actions we are currently taking or to improve our procedures. Consensus was obtained within the Committee with participation from all members.

JSC Proposal #1

CIVA Regulation 7.1.1.4.

Remove the words at the end “with the aid of the President of the Judging Sub-Committee”

Comment: This is not happening; it is therefore superfluous to requirements.

JSC Proposal #2

CIVA Regulation 7.1.1.5.

Remove the words “and before it begins he must hold practice sessions on the judging line during the contestants training flights (see 6 below).”

Comment: This is outdated and refers to the time when each competitor was allowed 15 minutes in the performance zone, this was replaced many years ago by the Q programme, any free practice which now takes place is before the officials are required on site, in order to comply with this wording we would require judges to be on site earlier and therefore extend the costs. Currently we are holding more structured seminars.

JSC Proposal #3

CIVA Regulation 7.1.1.8.

Remove this clause and replace with the following words “In the case of a difference of opinion with regards to a hard zero (HZ) mark, insertion penalty or interruption penalty, a Judging conference will always be held to resolve differences. The official video shall be available to assist in such discussions when it concerns a matter of fact”.

Comment: Since we now include the Q Programme in each Judges RI rating it is important that each judge be allowed to query any differences and not be overruled at the discretion of the Chief Judge. In addition the Q Programme is automatically counted in Yak52 and is frequently included in the official results when weather intervenes in both Advanced & Unlimited, therefore this programme should be treated in the same manner as all the others.

JSC Proposal #4

Remove CIVA Regulation 7.1.1.10. in it's entirety and replaced with a notation that as Programme 4 is on a comparative basis, with each judge retaining their scores until the end of the programme, that each judge should set their own standard taking into account that near maximum or minimum scores on the first flights would restrict future comparisons for superior or inferior flights.

Comment: In order for this to effective all judges would need to be adjusted to conform to a standard, this simply does not happen and in any case is not desirable as this could compromise each judges style and have an effect on the FPS System.

JSC Proposal #5

Modify CIVA Regulation 2.1.2.1. to remove the words “An additional three Judges may also be allowed to participate but could be subject to an entry fee in exceptional circumstances” and replace with “An additional three judges may be allowed to participate, but their entry fees are not required to be covered by the organisers”.

Comment: This clause is in effect not being followed, both Poland & Slovakia have not complied this year and Italy was only compliant after much debate. The possibility of having more than seven judges is still allowed.

JSC Proposal #6

Modify CIVA Regulation 2.1.3.1. Remove words “or invited by the organisers of International Competitions”

Comment: This should be the prerogative of the JSC, when the WGPA made their own selection a few years ago; there was a strong reaction against this.

JSC Proposal #7

Modify CIVA Regulation 2.1.3.2. Remove the words “ ... or flown in that level competition as a pilot, or served as an official team trainer whose duties include critiquing appropriate level team members”.

Comment: This is from a previous era of Judge selection, what we currently have in place for judge selection conflicts with this, we now require RI information whether on our own database or that of the Aero Club concerned.

JSC Proposal #8

Modify CIVA Regulation 2.1.3.2. b) Change six months to four months.

Comment: The current six months generally falls within the final stages of judge selection, four months is more than adequate and gives more than sufficient time for judges to consider their response.

JSC Proposal #9

Modify CIVA Regulation 2.1.3.2. c) to remove the wording “ ... in addition, prior to the championships, the Chief Judge shall conduct an oral interview with each prospective International Judge. This interview will determine the judge’s basic competency and knowledge of the rules. This examination shall include but not be limited to: judging criteria, familiarity with the Aresti system (Condensed), and the ability to immediately interpret complex figures and sequences”. In the subsequent sentence remove the word “also”.

Comment: This process is outdated and superseded by the current judge selection process which relies on RI data from actual contests provided by the ACRO system. With judges being selected and verified by the CIVA Bureau and in many cases having already paid their travel expenses, such a procedure immediately before a contest is simply inappropriate.

JSC Proposal #10

Remove CIVA Regulation 2.1.3.2. d) in its entirety.

Comment: This procedure is superfluous as the judging selection process is predetermined, this procedure was appropriate in the days when judges presented themselves on site, which is now not the case.

JSC Proposal #11

Modify CIVA Regulation 2.1.5.1. b) to remove the words, ” ... if the electronic tracking system is not in operation”.

Comment: This is factually incorrect, Judges mark positioning regardless of whether an electronic system is present or not, only the K factor differs.

JSC Proposal #12

Remove entire wording of CIVA Regulation 2.1.5.2. and replace as follows:

“All Judges who wish to be represented on the Board of Judges must have a qualified assistant, who must also be approved by the Judging Sub-Committee and verified by the CIVA Bureau. Any changes in assistant will require approval prior to the commencement of a contest or a programme by either the Judging Sub-Committee or Contest Jury as appropriate, without such approval the Judge will be excluded.”

Comment: This wording describes more correctly the current procedure, the previous wording was more appropriate to the times when judges were not pre-selected.

JSC Proposal #13

Change CIVA Regulation 2.1.5.5. Remove word “organisers” and replace by “ ... the Chief Judge and approved by the JSC”.

Comment: This change reflects actual practice, the Chief Judge should have some say with whom he works with and relies upon on the judging line.

JSC Proposal #14

Change CIVA Regulation 2.1.10.1. Remove the words "... of the timekeepers assigned to ...” and add at the end of the paragraph "... and his assistants”.

Comment: This change reflects actual practice, timekeepers have not been assigned in the last twenty years.

JSC Proposal #15

Change CIVA Regulation 4.2.2.6. d) to add the following words after the first sentence, “A pilot who has taken a penalized interruption following an HZ figure ending in the wrong direction, may recommence the sequence in the correct direction in order to regain sequence continuity”.

Comment: This situation has caused discussion on a number of occasions, a pilot must be allowed to correct an error of direction after taking a penalised break and after incurring an HZ, if this is not allowed the entire remaining sequence would be compromised, which would be extremely harsh.

JSC Proposal #16

Change CIVA Regulation 7.2.1.1. by adding the following sentence, “A Judge has the right to ask for a video review, if it is determined at a Judging conference that his written score is incorrect and he is not in agreement with this ruling”.

JSC Proposal #17

Marking of Positioning

Background

Currently the subject of positioning is dealt with in two places in the CIVA Regulations:

- 5.1.4. Marking of Positioning, and
- 6.9 Positioning

The information contained within these regulations deals basically with three topics:

- a) Optimum positioning of each individual figure from a judging perspective
- b) Average positioning of all the figures in the sequence relative to the performance zone
- c) Performance zone boundary infringements if no line judges or electronic system is in place

Depending on c) above the K factor for positioning varies considerably. When neither Line Judges nor an electronic system is in place, the K factor at Unlimited level is 60 in all programmes except the final freestyle. This often makes a pilot’s positioning score among the highest for the sequence, providing a major influence in the contest results.

- Transfer: The entire text of 6.9.3 “Optimal Placement of Figures” (6.9.3.1, 6.9.3.2, 6.9.3.3, 6.9.3.4 and 6.9.3.5) should be transferred to 5.1.4 at this position, and re-numbered accordingly.
- Transfer: The entire text of 6.9.4 “Sequence Symmetry” (6.9.4.1 and 6.9.4.2) should be transferred to 5.1.4 at this position, and re-numbered accordingly.
- Transfer: The entire text of 6.9.5 “Summary” (6.9.5.1 and 6.9.5.2) should be transferred to 5.1.4 at this position, and re-numbered accordingly.
- New Para: A column headed “Pos” on the Form-A marks sheet shall be used to record by exception the positions of figures that are not ideally placed, as they are flown.
- New Para: When dictating the mark for each figure to the scribe, the judge should where appropriate add a comment in the “Pos” column regarding the placement of the figure if this is considered to have been not ideal. In arriving at this comment the shape and size of the basic figure and the location of any manoeuvres within it should be assessed against the ‘ideal’ placement of the whole figure in the context of the positional scope of the sequence.

Where the judge assesses that figure placement is sufficiently non-optimal to be recorded then the following annotations (or their local / national equivalent) should be used:

<i>Figure placement:</i>	<i>Pos annotation:</i>
Somewhat: <u>left</u> of the ideal position:	“L”
<u>right</u> of the ideal position	“R”
too <u>near</u> to the judge	“N”
too <u>far</u> from the judge	“F”
Considerably: <u>left</u> of the ideal position:	“LL”
<u>right</u> of the ideal position	“RR”
too <u>near</u> to the judge	“NN”
too <u>far</u> from the judge	“FF”

- New Para: At the end of the sequence the annotations in the “Pos” column shall be used by each judge to determine a sequence positioning downgrade based on these recorded observations. Each single letter is taken as equivalent to a half-mark and each double letter equivalent to a full mark downgrade. For example, the figure “Pos” annotations L, R, N, FF, LL and R would combine as a downgrade of 4.0 marks.

In addition to the above the judge shall assess the symmetry of the sequence by reference to any imbalance between the total of letters in the L/LL and R/RR annotations, ignoring any ‘Far’ (F/FF) and ‘Near’ (N/NN) comments. As before, a numeric difference should be treated as a half-mark downgrade per letter. This symmetry downgrade, if any, should be combined with the above position downgrade and the total deducted from 10.0 to provide the overall Position Mark. For example, the imbalance between the left and right elements in the above example annotations would be equivalent to a half mark symmetry downgrade, leading to an overall Positioning Mark of (10.0-4.5) = 5.5 for this pilot in this sequence.

JSC Proposal #18

Section 6.9.2. Performance Zone Boundaries should be deleted in its entirety, and replaced in 5.1.4 as follows:

New Para: Where an electronic system or Line Judges are not used, the responsibility for recording boundary infringements will be assumed by the panel of judges. In this situation, when a judge considers a figure to have clearly infringed the performance zone boundary, the “Pos” column should be annotated “Out” in addition to any positional left/right/near/far comments that have already been made. These indications on the score sheet are to be treated similarly to height penalties i.e. a simple majority of judges must prevail for the penalty to be imposed, and the Chief Judge shall be responsible for their assessment and entry onto the pilots Flight Summary Sheet. The normal numeric penalty for each ‘Box Out’ shall be applied in each instance.

This allows a far simpler method of determining line outs, where no line judges or electronic systems are present. Pilots will have a means of checking the penalty by reference to their Form-A and Flight Summary Sheet, whereas at present such penalties are buried in the overall mark given for positioning.

JSC Proposal #19

7.2.4 Revise the heading to “Errors in recording Hard and Perception zeros”

Revise text: The Chief Judge will examine the reasons given by the scoring judges for the award of hard zeros and perception zeros. If a scoring judge has made a mistake and quoted a reason not applicable to the recorded mark, e.g. “HZ: No slide” where the figure is a tail-slide, the Chief Judge will instruct the scoring judge to change his mark to PZ. If however the judge has recorded for a tail-slide “PZ: Fell the wrong way” then the Chief Judge will instruct the scoring judge to change his mark to HZ. In this way true zeros can all be brought to a common solution, providing correction to the judge and clarity for the pilot.

JSC Proposal #20

Change Regulation 6.9.1.1. – Remove wording: “ ... in one or two ways: mechanically, by means of a tracking device: or ... ”

Comment: The current wording is factually incorrect, there is no mechanical system for scoring positioning, only to indicate performance zone infringements, which is a separate issue.

PROPOSALS OF THE PRESIDENT OF CIVA

Michael R. Heuer



President’s Proposal #1 – Judges Currency

Background

During these past few months, there was some discussion among members of the Bureau regarding the meaning of the following paragraph in Section 6:

2.1.3.2.

a) In the year in which the championship is held or during the previous calendar year, the judge must have either judged at a national or international aerobatic championship at appropriate class or flown in that level competition as a pilot, or served as an official team trainer whose duties include critiquing appropriate level team members.

The wording under discussion was “ ... *appropriate class* ... ”.

CIVA should consider what current judging experience is appropriate for selection to serve at FAI Aerobatic Championships since this section of the rules deals with currency. The meaning of the word “appropriate” must be more clearly defined so Judges can prepare for selection.

The types of questions that arise:

1. Is a Judge who served at an Advanced Championships (National Championships, EAAC, or WAAC) eligible for an Unlimited Championships (EAC or WAC)?
2. Is a Judge who served at a WGAC/WAGAC eligible for WAAC?

There are many other combinations. The JSC and RSC should consider inserting a table in the selection procedures which outlines acceptable currency requirements making a Judge eligible to serve at an FAI Aerobatic Championships. For discussion purposes, a table is presented below but should be expanded upon:

Judge’s Service in:	“Currency” Appropriate for Selection to:
National Championships (Advanced)	EAAC, WAAC
National Championships (Unlimited)	EAC, WAC
National Championships (Glider Advanced)	WAGAC
National Championships (Glider Unlimited)	WGAC
WGAC or WAGAC	WAAC
WAAC or EAAC	WAC
WAAC, WAC, EAAC, or EAC	WGAC or WAGAC

President's Proposal #2 – the FAI Challenge Trophy

The FAI Challenge Trophy was donated to the FAI in the 1970's and recognizes the World Champion Women's Team at WAC.

Due to the decrease in female pilot participation at WAC, the trophy has not been awarded since 2001. It was stored in Lausanne since 2001, shipped to Silverstone in 2009, and then shipped again to from the UK to Italy this year.

According to the final entry list for WAC 2011, it will not be awarded. It is time to change the awarding of the trophy so it remains alive and vital.

It is proposed that the existing Royal Aero Club Trophy, which is actually a small plaque with no more room for nameplates, be retired. The FAI Challenge Trophy will be awarded in its place to the Women's World Aerobatic Champion.



President's Proposal #3 – Height Measuring Device (HMD) for Power

The Polish have created a new HMD this year and after approval by the GASC, it will be in use at the WGAC/WAGAC this year in Torun, Poland.

It is proposed that this device be studied for use in Power. The evaluation of its feasibility for use in powered aircraft to be carried out by a Working Group appointed by the CIVA President. The Working Group will report to the plenary in November 2011, if possible, with the goal for implementation in 2013.

President's Proposal #4 – Cost Savings

Elsewhere in this document are various references to ways to save costs in the organization of FAI Championships. This would encourage more bidders and keep Entry Fees under control.

The following rules should be reviewed with an eye on modification or elimination to save costs without sacrificing contest quality to an unacceptable degree. In the table below, the rules referred to are the paragraph numbers in Part 1. Equivalent rules in Part 2 should be examined as well:

Rule	Subject	Review
2.1.5.	Board of Judges	JSC has proposed reduction in size of Board of Judges. Reduction in personnel would have dramatic impact on contest costs. This discussion is important and no additional proposals are offered here.

2.1.10.	Timekeepers	Eliminate this rule provision. It also contradicts 2.1.6 which states the Chief Judge and his assistant will carry out timing. Also a JSC proposal.
4.1.2.1.	Accommodation	Organizers should be required (not optional) to offer reduced Entry Fee and possibility of Teams booking their own rooms, therefore controlling their costs. This is an option now but should be a requirement.
4.2.2.2.(c)	Wind Limits	While there have been discussions on wind limits in the past, these points needs to be raised again in the context of the JSC's proposal to eliminate Line Judges. If the boundaries are not guarded, then there really is no "box". Therefore, are the current wind limits valid?
4.2.5. & 4.7.	Aerobic Zone Markings	In conjunction with the discussion on Line Judges, if there are no guarded boundaries, is it necessary to have the extensive box markings the rules now require, as considerable expense to organizers?

I hasten to point out that I do not necessarily support the rules changes listed above, but in light of other proposals that have been made, they should be discussed. I oppose the elimination of Line Judges, for reasons I have consistently stated for many years. But if we do eliminate them, then the possibility of other rules changes must be considered.

MRH
1 July 2011

CIVA - Championship Bid - Evaluation								
							From	To
Bidding Aero Club					Proposed dates			
Contest Director								
					Designation			
Organizing Committee		1						
		2						
		3						
		4						
		5						
		6						
Entry Fee	Euro		US\$		Major	1		
					Sponsors	2		
						3		
Volunteer recruitment plan		1. Scoring Office						
		2. Weather Station						
		3. Judge Line Setup						
		4. Transportation						
		5. Air Traffic Control						
		6. Contest Office/Registrar						
		7. Airfield Preparation						
Airfield/Venue - Information/Infrastructure								
Airfield Elevation			Feet above sea Lvl				Yes/No	
Airfield Plan		1. Weather Data			Data provided contest period			
		2. Overall Plan			Accurate drawings provided			
		3. Performance Zone			Accurate drawings provided			
		4. International Village			Position Shown			
		5. Contest Office			Details given			
		6. Judging Positions			Details given alternates shown			
		7. Hangar provided			Details Given			
		8. Aerial Photograph			Provided			
		9. Catering Plan			Provided			
Accommodation							Yes/No	
		1. Competitors			Details Provided			
		2. Judges/Jury			Details Provided			
		3. Volunteers/Other Officials			Details Provided			
		4. Breakfast Arrangements			Details Provided			
		5. Evening Meal			Details Provided			
		6. Transportation Plan			Details Provided			
Evaluation Scores overleaf								

CIVA - Contest Evaluation Scores

Scoring Method

Each category on the Contest Bid (overleaf) to be accessed on a sliding scale out of ten marks, as follows: -

0	No Information given	6	Information just above average
1	Information rated as unsatisfactory	7	Information above average
2	Information rated as barely satisfactory	8	Information as good
3	Information as just satisfactory	9	Information just below ideal
4	Information rated as below average	10	Information rated ideal
5	Information rated average		

Each category to have a K Factor, based on importance to overall contest importance

Scores				Final	Notes
Category	Score	K Factor	Score	Score	
Aero Club	5	20	100		Previous Championships Organised
Contest Director	5	15	75		Previous Experience in similar capacity
Organizing Committee	5	10	50		Previous Experience in similar capacity
Entry Fee	5	30	150		Comparison to previous CIVA Contests
Major Sponsors	5	30	150		Should indicate whether Contest is well financed or is relying on entry fees
Volunteer Recruitment Plan	5	50	250		All aspects to be considered, points to be deducted for each item not detailed
Density Altitude Calculation	5	20	100		Calculation based on highest average recorded temperature and altitude
Weather data	5	60	300		Points deducted for estimated lost days
Overall Plan	5	20	100		Score to be based on quality of info
Performance Zone	5	40	200		Score to be based on alignment with runways and visibility from contest site
International Village	5	20	100		Facilities & Location
Contest Office	5	15	75		Facilities & Location
Judging Positions	5	30	150		Terrain, location & accessibility
Hangar	5	15	75		Size & Location
Aerial Photograph	5	5	25		Quality
Catering Plan	5	20	100		Flexibility (can judges be fed on line etc.)
Accommodation	5	90	450		All aspects to be considered, quality of accommodation (2star v 4star hotel etc.)
Total score for evaluation		490	2450	Percentage of possible score	50.0