Fédération Aéronautique Internationale

CIVA Rules, Judging, and Glider Aerobatics Sub-Committee Meetings

Rules Proposals for 2013 (Power and Glider Aerobatics)

GASC Meeting to be held in
Dubnica nad Vahom, Slovakia
Date and Time to be Announced by Chairman

RSC and JSC Meetings to be held in
Dubnica nad Vahom, Slovakia
09.00, 31 August 2012

Version 1.3 / 03 August 2012

Introduction

The deadline for the submission of rules proposals to CIVA has now passed. Those proposals were due by 1 July 2012 and CIVA Delegates responded with well considered and written proposals which now go to Sub-Committees.

This is one of CIVA most important jobs; to examine our experiences and lessons learned from the various Championships we hold each year and to introduce improvements into the FAI Sporting Code, the rules that are the basis for our sport.

Proposals can take three different forms:

Normal Proposals (NPs): These are proposals submitted each year by Delegates in accordance with our normal rules process and deadlines.

Safety Proposals (SPs): Proposals to be submitted which relate to safety problems and merit consideration by plenary at CIVA's next meeting. These usually come in after Championships.

Expedited Proposals (EPs): Proposals to be submitted as a result of experiences at Championships and merit discussion by plenary at CIVA's next meeting. The guideline here would be minor changes which are either editorial in nature or of such importance that full Sub-Committee consideration is not required.

CIVA has the following Sub-Committees, elected each year at plenary, and made up of skilled and experienced specialists. Each has five members plus a Chairman with the exception of the Glider Aerobatics Sub-Committee which is much larger. The committees are as follows:

- CIVA Rules Sub-Committee (RSC), civa-rules@fai.org: Michael Heuer, Chairman (USA)
- CIVA Judging Sub-Committee (JSC), civa-judging@fai.org: John Gaillard, Chairman (RSA)
- CIVA Catalogue Sub-Committee (CSC), civa-catalog@fai.org: Alan Cassidy, Chairman (GBR)
- CIVA Glider Aerobatics Sub-Committee (GASC), civa-glider@fai.org: Jerzy Makula, Chairman (POL)

Comments on the enclosed rules proposals are welcome. E-mail can also be sent to the President of CIVA (civa-president@fai.org). After holding their meetings in the summer of 2012, the Sub-Committees will issue their recommendations to the plenary meeting of CIVA. That meeting will be held in Lausanne, Switzerland on 3-4 November 2012. The new version of Sporting Code, incorporating those changes, takes effect on 1 January 2013.

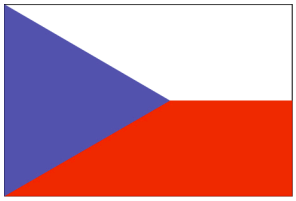
Michael R. Heuer
President, FAI Aerobatics Commission
Collierville, TN USA
2 July 2012

RULES PROPOSAL CHECKLIST

NAC	No.	Title	S/C Referral	Action
CZE	1	Awards & Champion Titles	GASC	
FIN	1	Wind Measurements Using Airborne GPS	RSC	
	2	Method of Determining Order of Flight	RSC	
FRA	1	Cross-wind Figures: Clarification	RSC, CSC, JSC	
	2	Direction after Penalized Break	RSC, JSC	
	3	Entry Fees: Harmonization	RSC	
	4	Warm-up Pilots	RSC	
	5	Unknown Figures: Housekeeping	RSC	
	6	H/C Pilots	RSC	
	7	General Housekeeping: Gender Neutralization	RSC	
	8	General Housekeeping: Editorial	RSC 8.4: RSC, JSC	
	9	FPS – Processing of Unknowns and Super Families	RSC, JSC	
GER	1	Programme Q – Deletion	RSC	
	2	Mandatory Cuts	RSC	
	3	K-Factors for Rolling Circles	RSC, CSC	
	4	Voting on Championships Bids	None	
	5	Deletion of PZs	JSC	
	6	PZs in RI Data	JSC	
	7	WGAC/WAGAC – Biannual Schedule	GASC	
	8	Voting on Championships Bids (repeat)	None	
	9	Wind Arrows – Glider Championships	GASC	
ITA	1	Mandatory Cuts	RSC	
NOR	1	New Figures – Family 8	CSC	
SUI	1	Method of Determing Order of Flight	RSC	
	2	60% Rule	RSC, JSC	
RSA	1	Conduct of Competition Flights	RSC, JSC	
	2	Penalized Breaks	RSC, JSC	
	3	Definitions	RSC, CSC, JSC	
	4	Conduct of Competition Flights	RSC, JSC	
	5	Aircraft Restrictions	RSC	
	6	Yak-52 Events (Awards)	RSC	
	7	Downgrades	JSC	
	8	Prog 1: Free Programme (Yak-52)	RSC	
	9	Awards	RSC	
	10	Classification of Aerobatic Events	RSC	
	11	Family 9.9, Positive Flicks (Yak-52)	RSC	
	12	International Jury (Yak-52)	RSC	
	13	Technical Commission (Yak-52)	RSC	
	14	Prog Q (Yak-52)	RSC	
	15	Progs at International Competitions	RSC	
GBR	1	Championship Scores – Prog Q	RSC	

	2	New Rolling Turn Figures	CSC	
	3	Determination of Correct Direction of Flight Within Cross-Axis Figures	RSC, CSC, JSC	
	4	Guidance on the Correct Interpretation of Aresti Diagram Symbols	RSC, CSC, JSC	
	5	Interpretation of Figures Submitted for Progs 2 and 3	RSC	
	6	Lines between Half-Loops and Rolls; Line Length between Unlinked or Opposite Roll Elements	JSC	
	7	Guidance for Aerobatic Performance Zone Demonstration Flights	RSC, JSC	
USA	1	Currency Requirements for Judges	RSC, JSC	
	2	Penalized Breaks	RSC, JSC	
	3	Required Form A Information for Programme 1 (Power) and Programme 3 (Glider)	RSC, GASC	
	4	Comparison of Internal Partial Loop Radii	JSC	
	5	Directionality	RSC, CSC, JSC	
	6	List of Figures for Progs 2 & 3 (Part 1) List of Figures for Progs 3 - 4 (Part 2)	RSC, GASC	
	7	Wind Arrows – Glider Championships	GASC	
	8	Removal of Judging Panel Involvement from Performance Zone Boundary Infringements	RSC, JSC	
	9	Requirements to fly Low-High Lines and Zone Boundaries	RSC, JSC	
	10	International Contests	RSC	
	11	Required File Format for Free Programmes	RSC	
WGAC Jury	1	Tow Planes	GASC	
	2	Line Judges – Sterile Area	GASC	
	3	Paper work	GASC	
Various		Glider Known Proposals	GASC	

CZECH PROPOSAL #1



Document: Section 6, Part 2

Subject: Awards and Champion Titles

Proposals

Change para 1.3.:

1.3. Classification Of Aerobatic Contests

1.3.1. World Championships
World Gliding Aerobatic Championships are organised in the classes defined below. Junior Championships may also be organised at the World Championship level.

1.3.2. Competition classes

1.3.2.1. Unlimited ("UG")
1.3.2.2. Advanced ("AG")

1.3.3. World Championships

At World Championships the following competition flights will be scheduled:

1.3.3.1. Programmes
a) Programme 1: The Known Compulsory Programme
b) Programme 2: The Free Programme
c) Programme 3: The 1st Unknown Compulsory Programme
d) Programme 4: The Free Unknown Programme
e) Programme 5: The 2nd Unknown Compulsory Programme
f) Programme 6: The 3rd Unknown Compulsory Programme

1.3.3.2. Champions in Glider aerobatics
World Champions in Glider aerobatics will be:
a) World Champion in the Known Compulsory Programme:
The competitor in class UG who gains the highest number of points in Programme 1.
b) World Champion in the Free Programme:
The competitor in class UG who gains the highest number of points in Programme 2
c) World Champion in the Unknown Programmes:
The competitor in class UG who gains the highest aggregate number of points in Programmes 3 through 6.
d) Overall World Champion:
The competitor in class UG who gains the highest total number of points in all the programmes flown.
e) World Champion Team:
Will be that team in class UG with the highest total number of points in those Programmes which were flown by all the competitors, taking into account the three highest individual scores in that team. Team awards will only be given, if there are at least four complete teams.

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

1.3.3.3. Winners in Glider aerobatics
Winners in Glider aerobatics will be:
a) Winner in the Known Compulsory Programme:
The competitor in class AG who gains the highest number of points in Programme 1.
b) Winner in the Free Programme:
The competitor in class AG who gains the highest number of points in Programme 2
c) Winner in the Unknown Programmes:
The competitor in class AG who gains the highest aggregate number of points in Programmes 3 through 6.
d) Overall Winner:
The competitor in class AG who gains the highest total number of points in all the programmes flown.
e) Winning Team:
Will be that team in class AG with the highest total number of points in those Programmes which were flown by all the competitors, taking into account the three highest individual scores in that team. Team awards will only be given, if there are at least four complete teams.
f) Awards will be given in compliance with paragraph 4.5.

Re-number current section 1.3.1.3. to 1.3.3.4.

Change para 1.2.4.3.:

1.2.4.3. Eligibility "AG"
a) Pilots who have flown in a World Glider Aerobatic Championship in class UN during the year of a contest in class AG or in the preceding two years, will only be eligible to fly in the class AG if they gained less than 60% of the maximum possible marks across the sequences they flew in the last Unlimited contest.
b) The same applies to pilots who have flown in an Unlimited or Advanced international championship for powered aircraft, during the year of an Advanced glider contest or in the preceding two years.

Change para 4.5.:

4.5. Awards
4.5.1. World Championships
4.5.1.1. The World Champions or the Winners, second and third placings in the various programmes will be awarded Gold, Silver and Bronze medals and Diplomas of CIVA.
4.5.1.2. The Overall World Champion or Winner will be awarded the Gold Medal and Diploma of the FAI; the second and third placings will be awarded a Silver and Bronze Medal respectively and Diplomas of the FAI. The fourth through sixth placings will be awarded Diplomas of the FAI.
4.5.1.3. The World Team Champions or the Winning team, comprising the three highest-scoring pilots and the Team Manager, will each be awarded the Gold Medal and Diploma by the FAI. The second and third placings will be awarded FAI Silver and Bronze Medals respectively and Diplomas of the FAI. The fourth through sixth placings will be awarded Diplomas of the FAI.
4.5.1.4. The organisers are recommended to award Diplomas to the placings after the sixth place in the overall ranking and from fourth to sixth place in the various programmes.

4.5.1.5. The organisers are recommended to give awards at World Championships to the Chief Judge, the Panel of Judges, the Chief of the Scoring Office and all specialists in the computing room.

Rationale

Declare the title of a World Champion in the glider championships in the Unlimited category only.

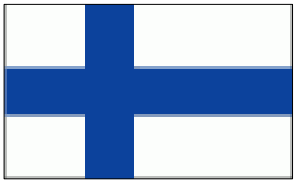
Unlimited and Advanced World Glider Championships are organised as one event.

Category Advanced was implemented into the FAI Sporting Code, Section 6 with the idea to open the international competition in glider aerobatics for the more pilots. We had expected a number of new pilots who would start in category Advanced, they would collect international experiences and quickly they will move into category Unlimited. Unfortunately the impact of implementation of category Advanced is different. Number of participant in category Unlimited decreased and the permission of the glider Swift in category Advanced is the disadvantage for pilot of other gliders in this category. Main idea of this proposal is to establish the Unlimited class as TOP of glider aerobatics, increase its prestige, make it the more attractive for pilots and by this way increase number of participants in Unlimited class again.

The proposed change can also create an opportunity for future development – creation of other lower classes of glider aerobatics, without the negative side effect of lowering the prestige of a World Champion title.

CIVA President's Note: Referred to GASC

FINLAND PROPOSAL #1



Document: Section 6, Part 1

Subject: Wind Measurements Using Airborne GPS

Finland proposes that CIVA should add airborne GPS wind measurement system also for power categories.

4.2.2.3 Wind measurement

b) The wind speed and direction must be measured on the site of the competition, or in the immediate vicinity (less than 5 nautical miles). The wind speed and direction must be measured by a qualified crew using the appropriate tools: radar, balloon ascent or airborne GPS.

4.2.2.4 Adverse weather

i) if the information in the bulletin from the aerodrome weather service was obtained by balloon ascent, radar or airborne GPS.

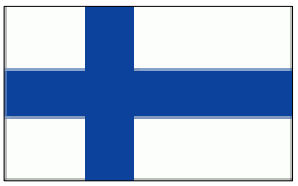
Rationale:

System is accepted for gliders and it has been in use for years. In the FAI Sporting Code Section 6 Part 2 Glider Aircraft, the procedure for wind measurement by airborne GPS is described in 4.6.2.

This should be added also to the Sporting Code Section 6 part 1 Powered Aircraft.

CIVA President's Note: Referred to RSC.

FINLAND PROPOSAL #2



Document: Section 6, Part 1

Subject: Changing the Method of Determining Order of Flight

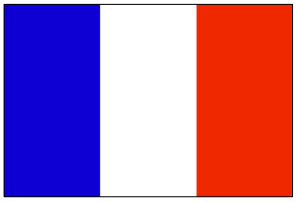
Finland proposes that CIVA should adopt a new system of determining the sequence of competition flights. In the new system the flight order would be determined either by drawing lots (Q) or by a CIVA-approved randomising programme **including all competing pilots in a single group without any division into several groups** in programmes 1, 2 and 3. This would mean deleting paragraphs 4.1.8.2 and 4.1.8.3 as well as doing necessary modifications to paragraph 4.1.8.1.

Rationale:

The rationale is that the grouping obviously hampers the neutral assessment of the flights by the judges, which results in both pilots and judges becoming increasingly unhappy with the system. The grouping causes an increased workload for the contest organization. Finally, the current system has not increased the popularity of the aerobatic competitions as once hoped.

CIVA President's Note: Referred to RSC.

FRANCE PROPOSAL #1



Document: Section 6, Parts 1 and 2

Subject: Cross-wind Figures: Clarification

Proposal

A new rule in Section 6 for clarification, or best an addition to the Catalogue:

The main axis is directional with respect to official wind, i.e. all figure entry and exit lines along the main axis shall be flown as drawn.

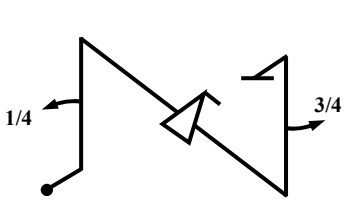
The secondary axis is not directional, in the sense that the pilot is free to chose which direction on the secondary axis he/she is taking when transiting from main axis to secondary axis.

Nevertheless:

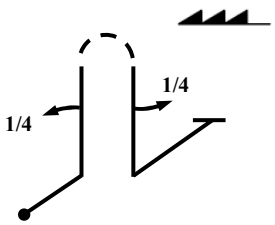
a) Any part of a figure flown along the main axis is directional, i.e. shall be flown in the correct direction with respect to the official wind.

b) Any figure starting and ending on the secondary axis shall be drawn with parallel entry and exit lines, and direction of exit relative to entry (same or opposite) shall be flown as drawn.

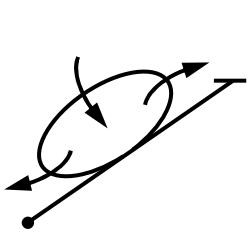
Examples:



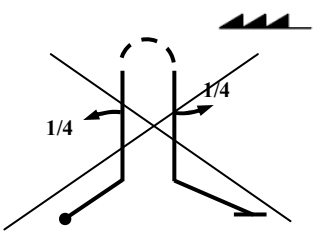
- The 45° line shall be performed head-wind
- Exit shall be in opposite direction to entry



- Push on top shall be towards official wind
- Exit shall be in same direction as entry



- Rolling turn shall start towards downside of official wind



- Such a drawing (nonsense as far as perspective is concenrned) is not allowed

Rationale

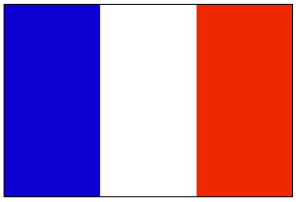
It is fully recognized that the secondary axis is not directional, in the sense that the pilot is free to chose which direction on the secondary axis he/she is taking when transiting from main axis to secondary axis.

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

CIVA President's Note: Referred to RSC, CSC, and JSC.

FRANCE PROPOSAL #2



Document: Section 6, Part 1

Subject: Direction after Penalized Break

Proposal

Modify 4.2.2.7.b) from:

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.

To:

After a penalized interruption, there is no obligation for the pilot to resume the sequence in a direction determined by the flight before the interruption.

Rationale

- A rule on the direction of flight after vs before a penalized break was missing.
- The proposed rule is the simplest one ("reset" principle) for all parties (pilots, judges and jury), and avoids the need to take into account all sorts of scenarios in case of a rule linking the post-break direction to the pre-break one, e.g.:

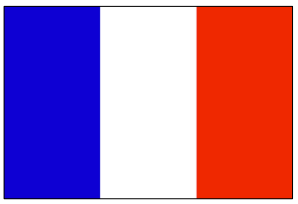
- What if the pilot finds himself/herself in an unwanted Y-axis direction, and does not want (lack of skills, fear,…) to try a vertical down ¾ flick roll in the necessary direction?

- What if a figure, either starting from the X-axis or Y-axis but ending on the Y-axis, is HZed for a 180° error in exit direction: Without any break, the subsequent figure will be marked as starting in an adequate direction; it would not seem consistent if the same figure flown in the same direction would by HZed in case of a penalized interruption in between.

- Etc…

CIVA President's Note: Referred to RSC and JSC.

FRANCE PROPOSAL #3



Document: Section 6, Part 1

Subject: Entry Fees: Harmonization

Proposal

Modify 4.1.1. from:

4.1.1. Entry Fees

4.1.1.1. World Championships:

a) Every National Airsports Control sending a team or solo pilot or officials to World Championships must pay an entry fee for each member of the official team, solo competitors and officials (except judges or warm-up pilots) to the organising Aero Club.

a) Entry fees will be fixed by CIVA on agreement with the organisers.

b) The organiser will notify NACs of the date of payment and of the receiving agency.

c) Entry fees will be refunded if the World Aerobatic Championships do not take place.

4.1.1.2. Continental Championships and International Competitions:

a) Every NAC sending participants and officials to the event will pay entry fees to the organizing Aero Club.

b) Entry fees will be fixed by CIVA on agreement with the organisers.

c) Entry fees will be refunded if the event does not take place.

d) The decision on refunding the entry fees for other reasons is left to the organisers.

e) No entry fees are required for judges.

To:

4.1.1. Entry Fees

4.1.1.1. Every National Airsports Control sending a team or solo pilot or officials to World Championships must pay an entry fee for each member of the official team, solo competitors and officials (except judges or warm-up pilots) to the organising Aero Club.

4.1.1.2. Entry fees will be fixed by CIVA on agreement with the organisers.

4.1.1.3. The organiser will notify NACs of the date of payment and of the receiving agency.

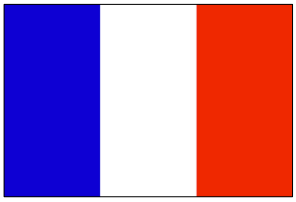
4.1.1.4. Entry fees will be refunded if the World Aerobatic Championships do not take place. The decision on refunding the entry fees for other reasons is left to the organisers.

Rationale

Simplification and harmonization. No reason to differentiate wording.

CIVA President's Note: Referred to RSC.

FRANCE PROPOSAL #4



Document: Section 6, Part 1

Subject: Warm-up Pilots

Proposal

Define through a CIVA-appointed Working Group an appropriate warm-up pilot selection procedure (possibly before or during the CIVA Plenary meeting 2012, for approval at the said Plenary and applicability starting in 2013), considering that:

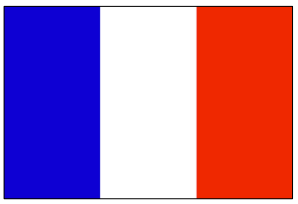
- Warm-up flights are important for the board of judges, hence for consistent markings and fairness of the competition;
- It shall be a CIVA duty to make sure that adequate standards for warm-up flights are fulfilled (especially for the Unknown sequences);
- Two warm-up pilots shall be appointed (4.1.9.1), even if both may not be called for flight at the beginning of each day and each programme (4.1.9.1)
- Warm-up pilots are not subject to entry fees (4.1.1.1), hence considered as warm-up pilots right from the start;
- It should not be considered to use disqualified pilots after the Known (Q) and Free programme to fly as warm-up for any subsequent programme (liability of organizers and of CIVA in case of accident with a pilot subject of a safety cut, flying a more difficult programme ?).

Rationale

Current regulations lacking clear rules ensuring adequate standards are met (especially when there is no "team reserve pilot" available).

CIVA President's Note: Referred to RSC.

FRANCE PROPOSAL #5



Document: Section 6, Part 1

Subject: Unknown Figures: Housekeeping

Proposal

Modify 4.3.4.4. from (changes underlined):

"Sequences for Programme 2 or 3 are to be composed using the 10 figures submitted by the Aero Clubs and additional figures from Section 9, solely to aid in composition. These additional linking figures must be simple, but may contain repetitions despite rule 4.3.4.1."

To:

"Sequences for Programme 2 or 3 are to be composed using the 10 figures submitted by the Aero Clubs and additional figures from the Aresti Catalogue, solely to aid in composition. These additional linking figures may contain repetitions despite rule 4.3.4.1."

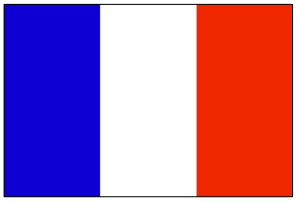
In this case: Remove from Section 9 all figures that do not meet the minimum K criterion : 2.1.1.1, 2.1.1.2, 2.2.1.1, 2.2.1.2, 2.3.1.1, 2.3.1.2 ; in addition: 2.1.3.1 not for Adv; 1.1.2.3, 1.1.6.1, 1.1.7.1, 1.1.7.4 not for Yak52 (rule 9.3.1.1 to be modified accordingly, i.e. "1.1.6.3: Spin only").

Rationale

- With the "Free Unknown" principle, there is no need anymore to restrict the linking figures to Section 9.
- A simple "N" figure for instance can be useful as a linking figure for composition, therefore the proposed change gives more flexibility.
- In the original wording, there is no criterion to define what "simple" means. The new proposed wording, by removing this reference to "simple" figures, removes this drawback – and it can hardly be expected that any team would design a Free Unknown sequence with "complicated" linking figures anyway.

CIVA President's Note: Referred to RSC.

FRANCE PROPOSAL #6



Document: Section 6, Parts 1 and 2

Subject: H/C Pilots

Proposal

Redefine 1.2.4.4.b) through a CIVA-appointed Working Group (possibly before or during the CIVA Plenary meeting 2012, for approval at the said Plenary and applicability starting in 2013), with the aim to:

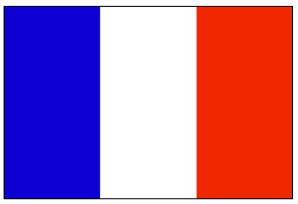
- Avoid awkward situations where pilots from a same country as a full official team are nevertheless entered in the competition, as H/C; this does not seem to occur in World or Continental championships in any other sport, and this raises questions as to the maturity of our sport; this may also raise questions in terms of credibility for the official World or Continental champion: What if such H/C pilots win?
- Maintain flexibility to accept pilots from non-eligible countries (e.g. non-European pilots at the EAC / EAAC), and other specific cases tbd.

Rationale

Directly in text above.

CIVA President's Note: Referred to RSC.

FRANCE PROPOSAL #7



Document: Section 6, Part 1

Subject: General Housekeeping: Gender Neutralization

Proposal 7.1

Modify 1.2.3.1 from:

f) World and Continental Aerobatic Championships will be held or recognised as such if there are in the men's class at least 15 competitors from at least 5 countries. The women's World and Continental Championships will be held if the men's championships take place and provided that there are at least 5 women competitors from at least 3 countries.
Continental Championships may also be recognised as such if there are at least 15 men and women competitors from at least 5 countries competing in a single class.

To:

g) World and Continental Aerobatic Championships will be held or recognised as such if there are at least 15 competitors from at least 5 countries.
h) Provided 1.2.3.1.a) is fulfilled, the women's and men's World and Continental Championships will be recognised as such if there are at least 5 women competitors from at least 3 countries, and at least 5 men competitors from at least 3 countries.
i) In case 1.2.3.1.b) is not fulfilled, Continental Championships will be held in a single class, i.e. regardless of gender.

Rationale

Gender neutralization – self-explanatory.

CIVA President's Note: Referred to RSC.

Proposal 7.2

Modify 1.3.1.1.e) from (changes underlined):

(…). If the selected field does not include 3 female pilots, then female pilots shall be added, in rank order regardless of their NAC, to make the total of female pilots up to 3 and the total of all pilots up to a maximum of 23.

To:

(…). If the selected field does not include at least 3 pilots from a given gender, then pilots from that gender shall be added, in rank order regardless of their NAC, to make the total of pilots from that gender up to 3 and the total of all pilots up to a maximum of 23.

Rationale

Gender neutralization – self-explanatory.

CIVA President's Note: Referred to RSC.

Proposal 7.3

Modify 1.3.1.2.d) e) f) g) h) from (changes underlined):

d) **Overall Unlimited World Champion in the male and female classes**:
The male competitor and female competitor who gain the highest total number of points each in Programmes 1, 2 and 3.

e) **Overall Unlimited World Champion**:
The competitor who gains the highest total number of points in Programmes 1, 2 and 3, regardless of gender.

f) **Men's Unlimited World Champion Team**:
Will be that men's 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.

g) **Women's Unlimited World Champion Team:**
Will be that women's team with the highest total number of points in Programmes 1, 2 and 3 (or relevant programmes consistent with rule 1.3.1.1.b), taking into account the three highest individual scores in that team (or two if rule 1.2.4.1.a)iii) is in force), provided that there are at least 3 female teams with at least 2 competitors each.

b) **Unlimited World Champion Team**:
In the event that fewer than 3 teams comprised of 2 or more female pilots compete, the Team awards will be given regardless of gender, i.e. taking into account the total number of points of the three highest individual scores of the mixed teams.

To:

d) **Overall Unlimited World Champion in the male and female classes**:
The male competitor and female competitor who gain the highest total number of points each in Programmes 1, 2 and 3 (or relevant programmes according to rule 1.3.1.5.b).

e) **Overall Unlimited World Champion**:
The competitor who gains the highest total number of points in Programmes 1, 2 and 3 (or relevant programmes according to rule 1.3.1.5.b), regardless of gender.

f) **Men's Unlimited World Champion Team**:
The men's team with the highest total number of points in Programmes 1, 2 and 3 (or relevant programmes according to rule 1.3.1.5.b), taking into account the three highest individual scores in that team (or two if rule 1.2.4.1.a)iii) is in force), provided that there are at least 3 men's teams with at least 2 competitors each.

g) **Women's Unlimited World Champion Team**:
The women's team with the highest total number of points in Programmes 1, 2 and 3 (or relevant programmes according to rule 1.3.1.5.b), taking into account the three highest individual scores in that team (or two if rule 1.2.4.1.a)iii) is in force), provided that there are at least 3 women's teams with at least 2 competitors each.

h) **Unlimited World Champion Team**:
In the event that fewer than 3 teams comprised of 2 or more pilots from one gender compete, the Team awards will be given regardless of gender, i.e. taking into account the total number of points of the three highest individual scores of the mixed teams.

Rationale

Gender neutralization – self-explanatory.
Consistency (1.3.1.2.f and g).

CIVA President's Note: Referred to RSC.

Proposal 7.4

Modify 1.3.1.5.c) from (changes underlined):

c) If the number of female competitors in Unlimited is less than 5, there will still be a final placing based on Programmes 1, 2 and 3 and independent of the final placings of the men. In this case there will be one female overall winner and second and third placings; but there will be no Overall Women's Champion.

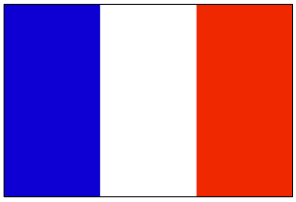
To:

c) If the number of competitors from a given gender in Unlimited is less than 5, there will still be a final placing for this gender based on Programmes 1, 2 and 3. In this case there will be one overall winner and second and third placings for this gender; but there will be no Overall Champion for this gender.

Rationale
Gender neutralization – self-explanatory.

CIVA President's Note: Referred to RSC.

FRANCE PROPOSAL #8



Document: Section 6, Part 1

Subject: General Housekeeping: Editorial

Proposal 8.1

Modify 1.3.1.3.c) d) from (changes underlined):

d) **Overall Advanced World Champion**:
The competitor who gains the highest total number of points in Programmes 1, 2, and 3.

e) **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.

To:

f) **Overall Advanced World Champion**:
The competitor who gains the highest total number of points in Programmes 1, 2, and 3 (or relevant programmes according to rule 1.3.1.5.b),

g) **Advanced World Champion Team**:
The team with the highest total number of points in Programmes 1, 2 and 3 (or relevant programmes according to rule 1.3.1.5.b), taking into account the three highest individual scores in that team.

Rationale

Consistency – self-explanatory.

CIVA President's Note: Referred to RSC.

Proposal 8.2

Modify 1.3.1.4.d) & e) (additions underlined):

h) **Overall Yak 52 World Champion**:
The competitor who gains the highest total number of points in the Known Programme plus Programmes 1, 2, and 3 (or relevant programmes according to rule 1.3.1.6.b).

i) **Yak 52 World Champion Team**:
The team with the highest total number of points in the Known Programme plus Programmes 1, 2 and 3 (or relevant programmes according to rule 1.3.1.6.b), taking into account the three highest individual scores in that team.

Rationale

Consistency – self-explanatory.

CIVA President's Note: Referred to RSC.

Proposal 8.3

Modify 1.3.2.1. from:

1.3.2.1 "U"

Rules 1.3.1.1, 1.3.1.2 and 1.3.1.5 should apply, except as indicated below.

a) If there are insufficient men and women competitors to establish separate men's and women's divisions, then the championships may take place in one single division, provided that the number of competitors and NACs taking part are at least that required under rule 1.2.3.1.

1.3.2.2 “A”

Rules 1.3.1.1, 1.3.1.3 and 1.3.1.5 should be applied excluding any references to gender.

To:

1.3.2.1 "U"

Rules 1.3.1.1, 1.3.1.2 and 1.3.1.5 apply.

1.3.2.2 “A”

Rules 1.3.1.1, 1.3.1.3 and 1.3.1.5 apply.

Rationale

Superfluous mentions.

CIVA President’s Note: Referred to RSC.

Proposal 8.4

Streamline wording on positioning score in 5.1.4 (proposed deletions: strikethrough, proposed additions: underlined):

5.1.4. Marking of flight Positioning and Symmetry

5.1.4.1. If an electronic, radar or radio-controlled tracking instrument is operated, the observance of the performance zone and of the positions of the individual figures are recorded.

5.1.4.2. Positioning refers to ~~the placement of the figures in relation to the boundaries of the performance zone. Additionally, positioning relates to~~ the 3D placement of each figure ~~at its optimum range from~~ relative to the judges~~, taking into account the position height of the aircraft and the nature of the individual figure being flown. Lastly, positioning also refers to the symmetrical placement of the sequence, as a whole, to the left and right of the judges' position~~.

5.1.4.3. The positioning mark will be given by the Board of Judges. ~~Additionally and by prior agreement between CIVA and the Organiser, infringements of the performance zone boundary may be recorded by the judging panel rather than by Line Judges or an approved electronic system.~~

5.1.4.4. ~~The competitors try to perform their programmes within the confines of the performance zone and in symmetry about the secondary axis.~~ Depending on the aircraft's height and on the nature of the figure being flown, there is also an optimum range from the judges for the placement of each figure. At this range, the geometrical errors in the figure, and the precise nature of the figure, are both clear and easy to assess.

5.1.4.5. ~~It is particularly important for each judge to consider the precise placement of each figure against the ideal and also in relation to the limits of the performance zone.~~ The highest marks will be given if the central point of a competition flight is above the secondary axis, and if each figure is optimally placed inside the performance zone.

~~5.1.4.6. In assessing the positioning grade for the sequence symmetry about the secondary axis: particularly in conditions of a strong headwind, or perhaps a slight but legal tailwind, some pilots might have difficulty in placing the sequence symmetrically about the secondary axis. In a sequence of 12 figures, for example, 6 figures flown upwind and 6 downwind of the centre would present an ideal flight. A less even balance, perhaps 4 and 8, would represent a lower level of skill and would attract a deduction from the positioning grade. Further imbalance than this, 3 to 9, or 2 to 10, should progressively attract greater downgrading of the positioning grade.~~

~~5.1.4.7.~~ The judge's final decision on a grade for positioning ~~is not a simple one. It~~ must take into account deductions for asymmetry of the sequence~~,~~ and non-optimal placement of individual figures ~~and, in the case where Line Judges are not used, figures clearly flown outside the performance zone~~. ~~Whilst a particularly well designed and positioned sequence might still merit a grade of 8.5 or so, a badly flown sequence could well deserve a very low grade from 0 to perhaps 2 or 3.~~

~~5.1.4.8. This extra burden placed on the judging panel deserves as much consideration as the grading of individual figures if the differences between good and bad flights are to be fairly assessed.~~

5.1.4.9. The K factor accorded to positioning marks will be as follows

a) Unlimited – Programmes Q, 1, 2 and 3: 40K

b) Advanced & Yak 52 – Programmes Q, 1, 2 and 3: 30K

5.1.4.10. 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.

5.1.4.11. When dictating the mark for each figure to the scribe, the judge shall 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 shall 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 sub-optimal to be recorded then the following annotations (or their local / national equivalent) shall be used:

Figure placement:		*'Pos' annotation:*
Somewhat:	left of the ideal position:	"L"
	right of the ideal position:	"R"
	too near to the judge:	"N"
	too far from the judge:	"F"
Considerably:	left of the ideal position:	"LL"
	right of the ideal position:	"RR"
	too near to the judge:	"NN"
	too far from the judge:	"FF"

5.1.4.12. 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 halfmark 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.

5.1.4.13. 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 shall 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.

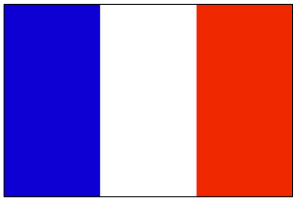
Rationale

Several paragraphs related to positioning were regrouped in a single 5.1.4 paragraph last year,

which now shows redundant wording and superfluous mentions. A wording simplification is therefore proposed, with no impact on the rules themselves.

CIVA President's Note: Referred to RSC and JSC.

FRANCE PROPOSAL #9



Document: Section 6, Parts 1 and 2

Subject: FPS – Processing of Unknowns & Super Families

Proposal 9.1

Process the (Free) Unknown programmes in a way similar to Known programmes rather than to Free programmes.

Document this appropriately in Section 8.

Rationale

(Free) Unknowns today are processed like Free programmes, i.e. with superfamilies etc, as if figures flown would be totally different from one pilot to another. Yet in Unknowns, all pilots do fly the same figures, even if not in the same order. It is therefore suggested to apply a first step where each of the 10 fixed figures are allocated a fixed identifier, used for the initial sorting (replacing FF). Note that even if the currently used FFkkkffpp sorting usually leads to the same result, this is not granted by principle.

CIVA President's Note: Referred to RSC and JSC.

Proposal 9.2

8.3.3.5: Add Aresti Family 3 in the process.

Rationale

Aresti Family 3 missing in the table (even if a pilot would rarely select an Aresti Family 3 figure for the Free programme, it should be included).

CIVA President's Note: Referred to RSC and JSC.

GERMANY PROPOSAL #1

Document: Section 6, Part 1

Subject: Programme Q - Deletion

Proposal

Delete Programme Q and shorten the contest by two days.

Affected rules: 1.2.1.1 a), 1.2.1.2 a), 1.3.1.1 a) ... and others.

Background

Since many years pilots competing on international championships wonder why we fly Programme Q as in most cases it does not score towards the final results.

Others ask why we do have a Q as it does not work like a Qualification itself but only in combination of results from Programme 1, which is labeled “Free” but not “Q-Free” or something alike.

Some ask, why we have a Q at all in times of decreasing number of competitors. And, reflecting the safety issue, in at least European or World Championships; what in quality and skills might top a pilot flying at such event. Do we have to check him/her for safe flying? Many people suffer from those long lasting events and ask, “We can´t we do faster, shorter in time.”

Explanations

Obsolete text is struck out, modified or new text is underlined ... if applicable.

Rule 1.2.1.1 a)
World Championships will be held every two years and will not last longer than ~~7 to 12~~ 5 to 10 days from opening to closing ceremonies.

Rule 1.2.1.2 a)
Continental Championships may be held in years when there are no World Championships and in principle should not last longer than ~~7~~ 5 days.

Rule 1.3.1.1. a)
delete first line!
In consequence review 1.3.1.1 (b), ... (c) ... and every rule dealing with the Q.
New rules
Establish mandatory qualification systems within each NAC to ensure sufficient flying skills. Asking for certain results-level either at the Nationals or an at equivalent contest.

Make the Free the first programme flown. Set time-limit for Free to 12 Minutes. Allow Training within this time. Allow training of own unknown figure only.

Rationale

The Q is not really a qualification programme but at 50% only, as it works in combination with the Free only. So at least the wording is more than misunderstandable.

But more important: What do we need a "Qualification" for?

Is it for keeping the field of competitors short, as every year we have dozens of more entries, are we usually facing fields of 75 pilots or more? If so, then better let us limit the field to e.g. 60 pilots, a number of which we know we can handle. ... What will happen if we have 80 or more entries and all pilots score more than 60%?

Is it for safety reasons, to filter out pilots not capable flying the programmes?
... How could such a pilots appear on an international contest? Don't we have qualification routines set formulated and controlled by each NAC? Don't we accept entries from NACs only? Aren't the NACs responsible for the pilots' quality and flying skills? We have qualification criteria for our Judges, so we should have some for the pilots as well. And those have to be applied in their home-countries, but not after travel-expenses of many thousands of Dollars or Euros.
! ... Still Chief-Judge has the right and responsibility to call a pilot flying unsafe „land, land, land!" So where is the difference from doing so in Q or Free?

Is it for preheating our Judges who are the proven best in the world? Each and every one of "The Seven" has or should have seen and judged at least one (better more) contest of the appropriate level in the specific year or the year before. If we try to balance judging behaviour in the beginning of the contest, we can use training-flights and use a mandatory part within, which could be the Known Compulsory.

What is the advantage we gain, deleting the Q?

- Contests are shorter than before. Everybody has to file his holidays to make participation, qualification, training possible. Not only pilots but our limited resources of Judges, Jury-Members, and Technical Specialists face the same problem. Don't forget, not only our Athletes are Amateurs, at least partly, they and the staff as well are employees.
- We save a whole lot of money on the organiser's side having two days less to support. Beyond the surface of what competitors see (the entry fee) is there are a lot of costs and people who do not bring any money to the competition. On an international contest but cost; those are easily 30 persons.
- National Aero Clubs more and more face the complex situation to separate the various contests. Providing an appropriate time gap between all national and international events when planning their Nationals. In almost every member-state we have Unlimited and Advanced Teams and it's almost impossible to manage an appropriate time block containing trainings, Nationals, International, ...

What could be an alternative?
– We can mandatory include the first flown programme, Known Compulsory?, into the results, counting towards the final results.

CIVA President's Note: Referred to RSC.

GERMANY PROPOSAL #2

Document: Section 6, Parts 1

Subject: Mandatory Cuts

Affected rules: 4.3.1.1 (d), 4.1.7.2 and 4.1.7.3 ... may be more.

Background

The proposal reflects the unhappy and in many eyes unfair situation coming up when applying the (mandatory) 25%- or (optional) 50%-cut in Programme 3.

Argumentation using phrases like, “Everybody knows about this rule and the risk implied, and if somebody doesn’t want to take it he/she might stay home” is short-sighted. It leads to decreasing number of pilots in the major championships; which is just the opposite of what we try to reach.

Both party’s interests, athletes and organisers, must be reflected and taken into account. The following proposal covers both.

Explanations

Obsolete text is struck out, modified or new text is underlined.

Rule 4.1.7.2 to be modified introducing division into four groups instead of three (historic) for Programme 3 mirroring the uncomfortable 25%-cut in the past.

Numbering of the groups is for clarification only as we experienced irritation in this concern. Rule 4.1.7.3 to be modified introducing variations for Programme 2 and 3 (“ .. starting with group 1 ... ...”). Second modification in this rule is to mirror the optional 50%-cut in the old rule.

Rule 1.3.1.1(d) this change is the proposal’s core. Both the others are tools to make it work only.

Rule 4.1.7.2

Old wording:

In Programmes 1, 2 and 3, the competitors are divided into three equal groups. ... ...

Change to:

In Programmes 1 and 2, the competitors are divided into three equal groups. <u>In Programme 3, the competitors are divided in 4 equal groups.</u> The groups will be based on provisional accumulated overall results after the previous programmes. The results of Programme Q will only be used with respect to Programme 1.

The groups will be numbered 1 to 3 rsp. 1 to 4. Group 1 with lowest, and 3 rsp. 4 with highest ranking pilots. If the number of competitors is not a complete multiple of three rsp. four, the highest ranking group (3 rsp. 4) will be enlarged to include the excess pilots.

Rule 4.1.7.3

Old wording:
The order of flight in each group will be determined by drawing of lots as described in paragraph 4.1.7.1. ... ... Flying order may be changed so that the lowest-ranking group flies last. ... ...

Change to:

The order of flight in each group will be determined by drawing of lots as described in paragraph 4.1.7.1 The flight order of the groups in principle ~~normally~~ will be the reverse of their rank: starting with group 1 (in Programme 2) rsp. group 2 (in Programme 3). In Programme 3, group 1 will fly last. Notwithstanding this rule, if there is a shortage of time to complete programme 2 or 3, the flying order may be changed so that in programme 2 the lowest-ranking group flies last and in programme 3 the two lower-ranking groups fly last, with lowest ranking (group 1) in the end.

In the event that time is too short to finish the full competition, Programme 2 or 3 may declared ... ... (no further change).

Rule 1.3.1.1 (d)

New wording:

For programme 3, ~~a mandatory cut of 25% of the remaining competitors, without respect to gender, will be introduced on the basis of the combined results of completed Programmes that will count in the overall results. I~~ if there is insufficient time to complete the championships due to weather problems or unforeseen circumstances, the International Jury is authorised to ~~introduce an additional cut of the competitors, without respect to gender, up to a maximum of 50%, based on the combined standings before Programme 3~~ change order of flights to flying groups in order 3, 4, 2, 1.

Rationale

- Since years we always discover the unhappy and in many eyes unfair situation when pilots facing the 25%-cut or even 50%-cut for Programme 3. The more, if doing such cutting the field to insure finishing the contest by providing sufficient number of flights, and at the same time take one or two days off, going to beach or climbing the mountains.

- This is an unbearable fate for every pilot bringing his aircraft (sometimes almost around the world) and on his own risk to a championship, spending an incredible huge amount of money for transportation or ferry-flying.

- In addition in our sport we usually have only one international competition a year to take part in.

- This proposal, though a bit verbose, in principle avoids the little and many times discussed word „mandatory“ in first line of rule 1.3.1.1.(d) only. It combines both: Fairness towards the athletes and demonstrating best will to let everybody fly as many as possible and on the other hand sharing interests of organiser and CIVA to complete a valid championship. If weather is fine, we’ve had a wonderful championship with as many as possible flights, using all days available. Why not? Everybody is there only for serving the contest, so let’s do it, let’s work! If weather is poor or other adverse circumstances occur, organiser and Jury in Programme 3 still have the option to start the flights with group 3, swapping group 2 to between group 4 and 1.

The proposal offers to every pilot entering the contest a fair chance, to have as many flights as possible and on the other hand still provides useful tools for organisers and Jury ensuring to bring a contest to a successful end, even in case of poor weather situation or any adverse circumstances.

CIVA President’s Note: Referred to RSC.

GERMANY PROPOSAL #3

Document: Section 6, Parts 1

Subject: K-Factors for Rolling Circles

Proposal

Relocate K-Factors for rolling circles to the former value (before 2007 / 2008)

Rationale:

K-Factors for rolling circles are unreasonable to high and irreproducible.

Marking of this figure is sometimes inconsistent and therefore unfair, because this high K-Factor Figures can influence the overall result very easy.

During Contests the judging marks differ between 0.0 and 8.0 for a rolling circle of the same pilot in the same sequence.

Lower K-Factors are more or less insignificant and fair for the competitor if the markings of the judges vary.

CIVA President's Note: Referred to RSC and CSC.

GERMANY PROPOSAL #4

Document: Section 6, Parts 1

Subject: Voting on Championships Bids

Proposal

Delegates should be eligible for voting regarding competition sites of International Events only if at least one pilot of the Delegate's Country will be sent to this upcoming event.

Rationale

The complete cost expenditure is at the account of the competing pilots or nations, therefore, the majority of the competing Nations should define the location of the Championships, not the majority of the attendants.

CIVA President's Notes:

The FAI By-Laws state the following:

By-Laws 3.3.1 "Subject to the provisions of Sections 3.1 and 3.2, each Delegate to an FAI Air Sport Commission or Technical Commission shall have one vote. [...]

There is no other reference to qualifying any vote taken at CIVA level. Therefore, any proposal to restrict voting at Commission meetings to a certain group of Delegates is unconstitutional. This proposal cannot be considered by CIVA as much as its rationale is understood by all.

GERMANY PROPOSAL #5

Document: Section 6, Part 1

Subject: Delete PZs from the Marking of Figures

Proposal

Dis-establish PZ's from the marking for Figures

Rationale

PZ's can be used as an inconsistent instrument which influences the competitor's performance in some cases.

During competitions it's uncommon that the majority of judges is marking a figure with PZ. For the Pilot the PZ is counting as a valid mark, equal which marks was given by the rest of the board of judges.

For the Judge this marking doesn't count for the JPI.

CIVA President's Note: Referred to JSC.

GERMANY PROPOSAL #6

Document: Section 6, Parts 1 and 2

Subject: PZs to be Included in RI Data

Proposal

Count PZ's into the JPI (as of HZ's).

This proposal is to be considered only if Proposal #5 is declined.

Rationale

See Proposal #5.

CIVA President's Note: Referred to JSC.

GERMANY PROPOSAL #7

Document: Section 6, Part 2

Subject: WGAC/WAGAC to return to Biannual

Proposal

We propose to return to the bi-annual rhythm for World Glider Aerobatic Championships and World Advanced Glider Aerobatic Championships.

The practice of holding WGAC and WAGAC at the same place at the same time should be continued as it ensures large enough participation to make Championships economically viable.

European Championships should not be held as long as there is no significant participation in WGAC/WAGAC from outside Europe.

Rationale

The cost of yearly participation in WGAC and/or WAGAC is too much for most pilots and NACs.

The disappointing turnout at last year's Championships should make us reconsider the wisdom of our 2010 decision. If participation further diminishes this year, it may become difficult to find organizers willing to take the financial risk.

CIVA President's Note: Referred to GASC.

GERMANY PROPOSAL #8

Document: Section 6, Part 2

Subject: Voting – Venue of Future Championships

Proposal

In votes on the venue of future International Glider Aerobatic Championships, the delegates of nations which are not active in glider aerobatics should be asked to abstain.

Rationale

When voting for the venue of the WGAC/WAGAC 2013 it was obvious that a majority of the delegates of nations active in glider aerobatics voted for France, whilst most delegates which were not directly involved in glider aerobatics voted for Finland.

There may be reasons for the decision on a specific venue which are not obvious to delegates who are not actively involved in glider aerobatics. Therefore, it would be fair, if those delegates would abstain from voting.

CIVA President's Notes:

See also German Proposal #4. This proposal was received as part of a document package for consideration by GASC.

The FAI By-Laws state the following:

By-Laws 3.3.1 "Subject to the provisions of Sections 3.1 and 3.2, each Delegate to an FAI Air Sport Commission or Technical Commission shall have one vote. [...]

There is no other reference to qualifying any vote taken at CIVA level. Therefore, any proposal to restrict voting at Commission meetings to a certain group of Delegates is unconstitutional. This proposal cannot be considered by CIVA as much as its rationale is understood by all.

GERMANY PROPOSAL #9

Document: Section 6, Part 2

Subject: Wind Arrows – Glider Championships

Proposal

The wind arrows (SC6, Part 2, para 4.2.5.4 and section 4.7) should be deleted.

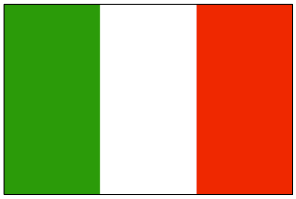
Rationale

This has already been proposed in the WAC 2011 Jury President's report.

The arrows do not serve any reasonable purpose, since pilots are well aware of the direction of the "official wind" before taking off and need not refer to these arrows to find the correct direction once airborne.

CIVA President's Note: Referred to GASC.

ITALY PROPOSAL #1



Document: Section 6, Part 1

Subject: Mandatory Cuts

Proposal

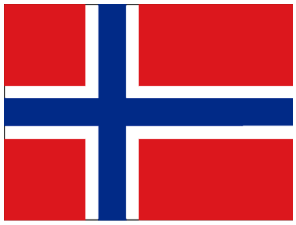
Proposed changes are shown in **bold**:

1.3.1.1

d) For Programme 3, a mandatory cut of 25% of the remaining competitors, without respect to gender, will be introduced on the basis of the combined results of completed Programmes that will count in the overall results. If there is insufficient time to complete the championships due to weather problems or unforeseen circumstances, the International Jury is authorised to introduce an additional cut of the competitors, without respect to gender, up to a maximum of 50%, based on the combined standings before Programme 3. **"if time is permitting and the giving priority to the first 75% of competitors, the organizer, in accordance with International Jury, has the right to cancel this 25% cut and give the right to all the pilot to fly Programme 3".**

CIVA President's Note: Referred to RSC.

NORWAY PROPOSAL #1



Document: Aresti Aerobatic Catalogue

Subject: New Figures – Family 8

Proposal

The following figures have been proposed by the delegate of Norway

New Family 8 Figures: (see drawings on following pages)

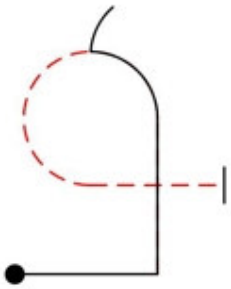
Rationale

P-loops are very versatile figures. They can be used with entry and exit in the same direction or for axis / direction changes. They can also to a certain degree be used to manage energy.

Adding a new set of P-loops with half roll elements in the arch will add variety and challenge to these figures. We therefore propose the following new Family 8 set of figures; 8.6.17.x through 8.6.24.x. To be consistent with current subfamilies 8.6.1. to 8.6.16, only P-loops with half rolls at the highest point of the figure are included.

Note: K-factors are derived from the Aresti catalogue chapter II – Method of Evaluation. Where a .5 K-factor results, the value is rounded up the next whole number.

CIVA President's Note: Referred to CSC.



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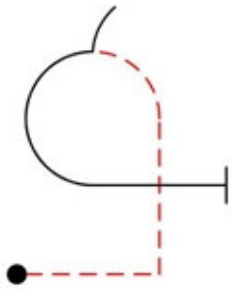

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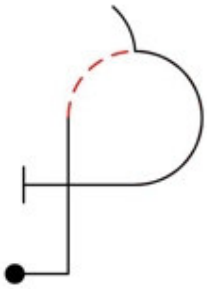

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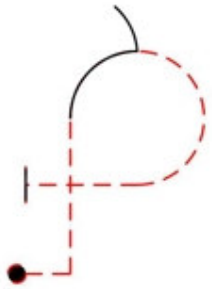

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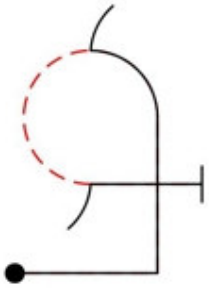

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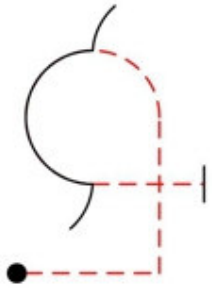

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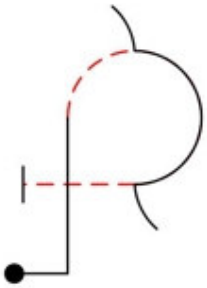

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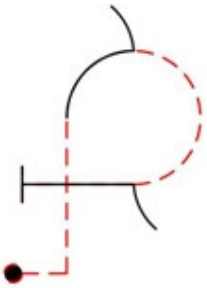

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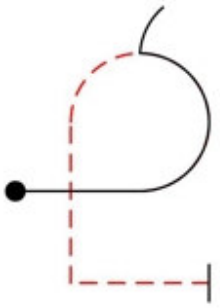

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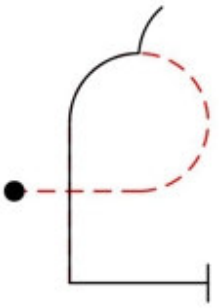

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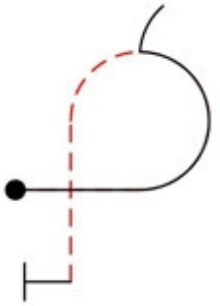

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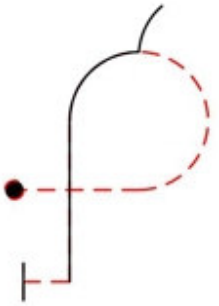

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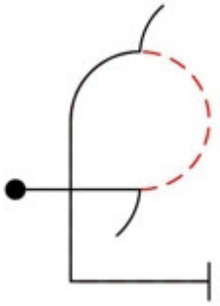

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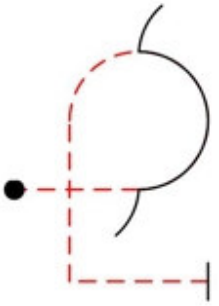

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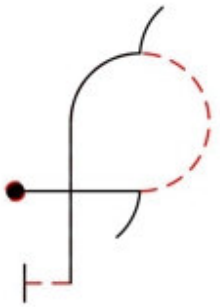

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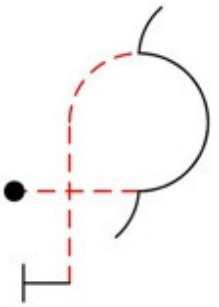
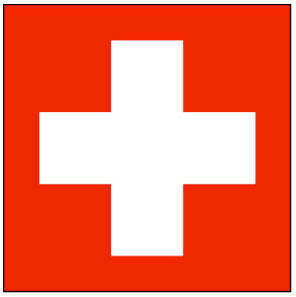


8.6.24.2
K=13

SWITZERLAND PROPOSAL #1



Document: Section 6, Part 1

Subject: Sequence of Flights (Drawing of Lots)

Proposal

It is proposed to eliminate the subdivision of the pilot field into three equal groups, based on ranking of the pilots after the first qualification flight or preceding flight. Instead of that it is proposed to determine the sequence of flight for Programmes 1, 2 and 3 by an automatic drawing of lot, including all qualified pilots, without taking into account their ranking in the preceding programme. The number of pilots to be included in the drawing of lots of each programme will be done as previously defined in paragraph 1.3.1.1.

Therefore paragraph 4.1.7 needs to be changed:

4.1.7.1 The sequence of flights for Programmes Q,1, 2, 3 and 4 of the Championships will be determined by lot to be arranged by the Contest Director or his Assistant, in the presence of a representative of the International Jury. For Programme Q each competitor will draw his or her own lot. In the event a competitor is not present to draw his or her own lot, a member of that competitor's team may do so. For Programmes 1, 2 and 3, the drawing of lots will be made automatically by a CIVA-approved programme, under the supervision of the International Jury.

4.1.7.2 Suppressed

4.1.7.3 Suppressed

4.2.1.4 The sequence of flights may be altered by the International Jury if special circumstances require, e.g. when two closely-drawn pilots are to fly the same aircraft. In such a case, there must be a minimum of two flights or 15 minutes between engine shut-off and the next start-up on the same aeroplane. If this time period causes a gap in the continuity of flying, the Starter shall inform the Chief Judge accordingly.

Rationale

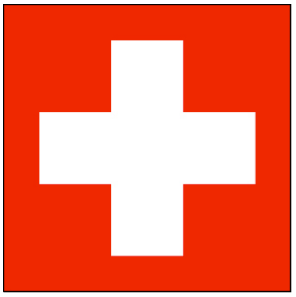
Pilots flying in the third and second group seem to be getting lower marks in general because of the low quality label associated with these groups. In the reverse, it is observed that even not so great looking flights get relatively high marks when flown by pilots belonging to the first group.

The creation of groups does not guarantee that all pilots of a group will fly under equal conditions. Fast changing meteorological conditions or mechanical incidents can affect conditions and the continuity of flights.

The random flying order and suppression of the groups should have a positive effect.

CIVA President's Note: Referred to RSC.

SWITZERLAND PROPOSAL #2



Document: Section 6, Part 1

Subject: The 60% Rule

Background

The International Jury should not disqualify pilots solely because they have reached a score below 60% in the qualification programme or in the free programme. Of course, if a pilot gives the impression to be unsafe, then the International Jury, on the recommendation of the Chief Judge, should decide if this pilot can safely continue the competition.

Proposal

Suppress Paragraph 1.3.1.1 c)

Rationale:

The prerogative for the International Jury, the Contest Director or the Chief Judge to disqualify a pilot is provided in paragraph 1.2.7.4 and 5.2.4.1, where a disqualification is clearly motivated by an unsafe behaviour during the flights. The disqualification of pilots considering only their scores is not respectful of their training, long term efforts and financial investment. Score is not a measure for safety.

CIVA President's Note: Referred to RSC and JSC.

SOUTH AFRICA PROPOSAL #1

Document: Section 6, Part 1

Subject: Conduct of Competition Flights

Proposal

4.2.3.2. Conduct of Competition Flights

To be reworded as follows:

"The official wind for all Programmes shall be determined by the International Jury. When flights commence on the main x-axis they must conform to the sequence drawing with regards to wind direction, those flights commencing on the y-axis may commence in either direction, regardless of how shown on the sequence drawing.

No flight shall be required to commence less than 30 minutes after the official wind is determined or subsequently changed."

CIVA President's Note: Referred to RSC and JSC.

SOUTH AFRICA PROPOSAL #2

Document: Section 6, Part 1

Subject: Penalised Breaks

Proposal

4.2.2.7. b) to be reworded as follows:

"A pilot who has taken a penalized break for a figure commenced on the x-axis which was intended to finish on the y-axis and has resulted in an HZ for ending on the wrong heading or incorrect attitude, may recommence the sequence in either direction on the y-axis.

Add following paragraph:

4.2.2.7. c) A pilot who has taken a penalised break for a figure commenced correctly according to the flow of the sequence on the y-axis, which has resulted in an HZ for ending in the wrong heading or incorrect attitude, must recommence the sequence in the established direction."

CIVA President's Note: Referred to RSC and JSC.

SOUTH AFRICA PROPOSAL #3

Document: Section 6, Part 1

Subject: Definitions

Proposal

Modify and add Paragraphs as follows:

6.2.3.1. Figure Drawing Conventions

a) Each individual component of a sequence, which may comprise one or more manoeuvres in combination: it starts and ends with a horizontal line, *or an angled line if cross box*.
b) Figures with y-axis components are drawn without taking into account their true orientation after the completion of partial upward or downward rolling elements or partial spins on vertical lines, whilst some figure elements are drawn either into wind or downwind they will actually be flown cross wind.

6.2.3.2. Figure Flight Path Conventions

a) Figures (excluding Family 2) that commence on the x-axis then transition to the y-axis by means of a rolling element or spin, may have the y-axis elements flown in either direction, provided that the base element remains unchanged (positive or negative).
b) Figures (excluding Family 2) that commence on the y-axis then either transition to the x-axis by means of a rolling element or spin or alternatively finish on the y-axis, must have the x-axis elements flown in the direction relative to wind as shown on the sequence drawing.
c) Figures (excluding Family 2) that commence and finish on the y-axis, must follow the basic shape as shown on the sequence drawing with regards to the exit line, i.e. unless drawn as a reversal the figure must exit in the same direction as entered.
d) Family 2 figures commencing and ending on the y-axis may be flown in either direction with reference to wind, regardless of how they are shown on the sequence drawing.

CIVA President's Note: Referred to CSC, RSC, and JSC.

SOUTH AFRICA PROPOSAL #4

Document: Section 6, Part 1

Subject: Conduct of Competition Flights

Proposal

Remove the following wording from 4.2.3.2 as it is incorrect and superfluous:

"provided he or she shows clearly on the drawings of his or her programme the direction to be chosen."

CIVA President's Note: Referred to RSC and JSC.

SOUTH AFRICA PROPOSAL #5

Document: Section 6, Part 1

Subject: Aircraft Restrictions

Proposal

Add the following paragraph:

4.6.1.2.

The Technical Commission shall be responsible for recording the maximum readings on the g-meters from both the front & rear cockpits immediately after each competition flight, these recordings will be acknowledged by the pilot's signature on the Organisers form provided for this purpose. Should a pilot fail to acknowledge exceeding the g limits, these being +7/-5 g, then an independent witness and a digital photograph should be obtained before the g-meter is reset.

CIVA President's Note: Referred to RSC.

SOUTH AFRICA PROPOSAL #6

Document: Section 6, Part 1

Subject: Yak-52 Events

Proposal

Add the following:

4.5.3.1. a) – The Yak 52 World Aerobatic Champion will be awarded the Gold Medal, the Diploma of the FAI and *the Yak 52 World Aerobatic Champion Trophy donated by the Sport Aerobatic Club* of *South Africa.*

CIVA President's Note: Referred to RSC.

SOUTH AFRICA PROPOSAL #7

Document: Section 6, Part 1

Subject: Downgrades

Proposal

Reword - 5.3.1.5. as follows:

"Over-rotating a roll will result in a 1 point per 5 degree penalty (as per 5.3.1.2.) rolling the wings back again to correct this error will attract a further penalty of 1 point per 5 degrees no matter how quickly the correction is made. The same provisions apply when, at the end of a loop or part-loop, the aircraft's nose is pitched beyond the desired line and brought back again. A pilot making no obvious correction of an initial error but making a correction in a subtle manner not detected by the Judges will not be penalised."

CIVA President's Note: Referred to JSC.

SOUTH AFRICA PROPOSAL #8

Document: Section 6, Part 1

Subject: Programme 1 – The Free Programme

Proposal

4.3.3.1. Change the maximum K for Yak 52 to 200.

CIVA President's Note: Referred to RSC.

SOUTH AFRICA PROPOSAL #9

Document: Section 6, Part 1

Subject: Awards

Proposal

4.5.1.1. f)

This paragraph should be removed as we are no longer in possession of this trophy.

CIVA President's Note: Referred to RSC.

SOUTH AFRICA PROPOSAL #10

Document: Section 6, Part 1

Subject: Classification of Aerobatic Contests

Proposal

Reword - 1.3.1.1. b) as follows:

"Programme Q -The Known Compulsory Programme. No pilot should continue in the Competition unless the International Jury and Board of Judges are satisfied that the pilot is capable of safely flying the remaining programmes. Any pilot disqualified under this rule will be so informed by the International Jury before the start of Programme 1. The Known Compulsory Programme will be included in the results for all Competitions.

CIVA President's Note: Referred to RSC.

SOUTH AFRICA PROPOSAL #11

Document: Section 6, Part 1

Subject: Family 9.9, Positive Flick Rolls

Proposal

Remove 9.9.2.2 from the Yak 52 Unknown manoeuvres allowed.

CIVA President's Note: Referred to RSC.

SOUTH AFRICA PROPOSAL #12

Document: Section 6, Part 1

Subject: The International Jury

Proposal

Add the following paragraph to 1.4.1.:

e) At Yak 52 contests the Technical Commission will report any instances where the g-limits have been exceeded by the pilot (1.4.4.3.), once agreed this should be passed to the Contest Director for the disqualification of the pilot from the Programme involved (4.6.1.1.)

CIVA President's Note: Referred to RSC.

SOUTH AFRICA PROPOSAL #13

Document: Section 6, Part 1

Subject: Technical Commission

Proposal

Add the following paragraph:

1.4.4.3. "In Yak 52 Contests, the Technical Commission shall be responsible after each competition flight for the inspection and recording of the limits reached on the g-meters from both the front and rear cockpits. Should the limits of +7/-5 g be observed to have been exceeded, the pilot must be asked to acknowledge this finding by signing the record sheet provided for this purpose. In the event of failing to obtain the pilot's signature an independent witness and a digital photograph will be taken. In the event of the g-limits having been exceeded, this fact together with the evidence must be brought to the attention of the International Jury as soon as possible."

CIVA President's Note: Referred to RSC.

SOUTH AFRICA PROPOSAL #14

Document: Section 6, Part 1

Subject: Programme Q (Y52 The Known Programme)

Proposal

Remove (Y52 the Known Programme).

Superfluous if Proposal 10 is approved.

CIVA President's Note: Referred to RSC.

SOUTH AFRICA PROPOSAL #15

Document: Section 6, Part 1

Subject: Programmes at International Competitions

Proposal

4.4.1. Programmes – Drop (Y52, the Known Programme) if Proposal 10 is approved

4.4.1.1. Drop "… but see paragraph 1.3.1.1. b)…", if Proposal 10 is approved

CIVA President's Note: Referred to RSC.

UNITED KINGDOM PROPOSAL #1

Document: Section 6, Part 1

Subject: "Q" Championship scores in the Final Results

Background

When the Known, Free and Unknown format became established for FAI / CIVA power championships, it was normal for all competitors to be offered a 15 minute practice slot in the aerobatic box to familiarise themselves with key ground and local topographical features, and perhaps to dispel any staleness of mind and muscle that may have developed during their transit to site.

Subsequently there arose:

1. A desire to exclude competitors who were unable to fly to a sufficiently high standard, i.e. who might be considered 'unsafe', and
2. A belief that the international judging panel, at least initially, required a 'settling in' period because it was not able to judge from the very start to an acceptable standard.

As competitor numbers rose and in a bid to limit the misuse of precious time at the start of events, these two constraints led to introduction of the timed "Q" sequence format where:

- The remaining time before and/or after execution of the compulsory sequence may be spent as free practice, providing a period of non-judged box time in place of the previously allowed "official practice period", and
- A minimum percentage score requirement is set that, in combination with the Free sequence score, provides an opportunity for the Jury to disqualify low scoring pilots.

To satisfy those who remained doubtful that judging standards would be adequate from the very start however, the result of the "Q" sequence has always been discarded once two further sequences have been completed.

Judging performance

Through judging seminars, training camps and the development of improved reference material, we now enjoy in most countries a significantly higher standard of judge training. We also have CIVA's well proven scoring procedures incorporating the FairPlay System to resolve biased or 'unusual' judging grades, with easily distributed critical reporting of judge performance standards for the Jury and the Chief Judge to review. As a result of this the JSC is satisfied that they are now able to select international judging panels via the Ranking Index grading procedure that provide an acceptably high standard of judging from the start of each event, sufficient at least to determine and use the official scores and ranking from the initial sequence. The very fact that the CIVA RI recording system demands that the "Q" sequence analysis is incorporated as an integral part of the panel selection database confirms that this is the case.

It is thus no longer rational to retain in its entirety the current "Q" sequence logic that requires CIVA and its championship organisers to commit two or more days of championship time, at significant cost to themselves and the competitors, to flying60-90 competition sequences with the strong likelihood that all of these scores will be discarded should the subsequent weather be good enough. This is a severe and irrational waste of hard-pressed resources.

Retention of the "Q" format

With a 10 minute slot to allow some free practice and within which a compulsory sequence must be flown, this format can continue without change to provide the flexibility we need to meet our original 'practice and compete' requirement, and in conjunction with the Free Programme 1 it will still provide the evidence required by the Jury to consider the exclusion of low-performing competitors.

Proposal

The UK thus proposes that from 2013 the "Q" sequence be retained with the format unchanged, but that judges' scores from this sequence should always be included in the final results.

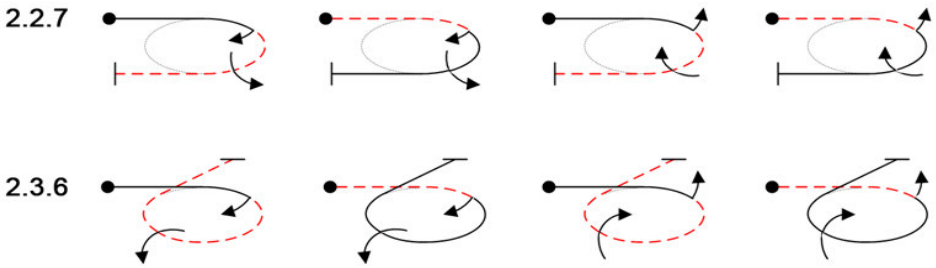
CIVA President's Note: Referred to RSC.

UNITED KINGDOM PROPOSAL #2

Document: Aresti Aerobatic Catalogue

Subject: New Rolling Turn Figures

Add 180° and 270° Rolling Turns of 1½ roll type with the first internal element as the ½ roll and the second as the full roll, to provide complementary figures to existing Aresti Families 2.2.3 and 2.2.4 thus:



CIVA President's Note: Referred to CSC.

UNITED KINGDOM PROPOSAL #3

Document: Section 6, Part 1; Aresti Aerobatic Catalogue

Subject: Determination of the Correct Direction of Flight Within Cross-Axis Figures

Background

Much discussion has taken place during 2012 regarding the required direction of flight within figures that start and end on the secondary box axis but have internal elements aligned with the main axis. The unwritten freedom for pilots to turn to the left or right when translating from the main to the secondary axis, i.e. toward or away from the judges, has been taken by some to infer that the same condition applies to momentary periods of flight on or passing through the main axis within secondary axis figures. Further it has been suggested that such implied freedom should be offered without penalty to pilots who turn in a direction opposite to that shown on the sequence drawing, either by choice or perhaps when they have not coped successfully with adverse wind conditions.

Our sport is necessarily rule-driven and the suggestion that pilots may fly some figures not as shown on Forms-B/C in relation to the official wind runs contrary to that fundamental concept.

Proposal

The UK proposes that in all instances where temporary flight on the main axis within secondary axis figures is shown on Forms B/C as into the official wind or away from it, then flight in the opposing direction should be awarded a Hard Zero mark because an error of more than 90° occurs and therefore the figure does not comply with the stated requirement.

CIVA President's Note: Referred to RSC, JSC, and CSC.

UNITED KINGDOM PROPOSAL #4

Document: Section 6, Part 1; Aresti Aerobatic Catalogue

Subject: Guidance on the Correct Interpretation of Aresti Diagram Symbols

Proposal

Following-on from the above exchanges regarding the direction of flight within figures that start and end on the cross-axis, the UK proposes that these fundamental aerocryptographic symbol interpretations should be addressed and the necessary guidance provided from within the Aresti Catalogue text, rather than requiring additional explanatory rules to be embodied in CIVA Section 6 documents. The catalogue itself is the right place to provide clear and authoritative guidance on precisely how the basic figures and complementary elements should be interpreted when they are incorporated in sequence diagrams.

This solution also opens the way for specific exceptions to the principal guiding document (the Catalogue) to be added where considered necessary within the relevant power or glider Section 6 rule-books, in order to meet perceived shortcomings or special exceptions relating to the capability of those types of aeroplanes in their respective classes.

CIVA President's Note: Referred to RSC, JSC, and CSC.

UNITED KINGDOM PROPOSAL #5

Document: Section 6, Part 1

Subject: Interpretation of Figures Submitted for Programmes 2 and 3

Background

Figures drawn by Teams as their nations' submission for Free Unknown sequences are arbitrarily shown based on the main axis or with translation from the main to the secondary axis. There is however no guidance within Section-6 regarding the manner of their use.

The following aspects are important and should be regulated:

Sequence designers must use the catalogue numbers of the submitted figures unchanged.

- No axis directionality is implied by the original figure drawing. Sequence designers are thus free to use the figures commencing from the main or the secondary axis, and elements using the main axis may have their direction of flight depicted either into or away from the official wind.
- Figures that start and end on the main axis must employ the figure as it is drawn, so that the original continuation or reversal of direction is maintained.

Proposal

To address these missing items the following is proposed:

Add new paragraphs:

4.3.4.4.e) Sequences must use all of the submitted figures with their catalogue references unchanged.

4.3.4.4.f) Figures with their entry and exit on the main axis must maintain their construction as submitted, i.e. with the exit flight path in the entry direction or with the direction of flight reversed as originally drawn.

CIVA President's Note: Referred to RSC.

UNITED KINGDOM PROPOSAL #6

Document: Section 6, Part 1

Subject: Lines between Half Loops and Rolls
Line Length between Unlinked or Opposite Roll Elements

When a roll precedes or follows a half-loop but the pilot draws a line between the two parts, or when an unexpectedly long line is flown between unlinked or opposite roll elements, we are required to downgrade the figure up to a point – after which the line is considered too long, the figure has become separated into two parts, and it should thus be awarded an HZ. These are similar situations, but in neither case does Section-6 provide the guidance we require to determine when a downgrade is appropriate or alternatively when the judge may conclude that two separate figures have been flown and an HZ must be given.

Para 6.8.8.2 and 6.8.8.3refer to the downgrade appropriate for item (i) above, and in part-1 6.8.24.4.c) and 6.8.24.4.d) relate to the spacing allowed between unlinked and opposite rolls. When considering these subjects however the judge must be able to recognise the point at which the application of a downgrade should change to determination that an HZ is appropriate. Because the point at which this change occurs is not covered in Section-6 the UK proposes the following solution:

- When a half loop is preceded or followed by a roll and a line clearly separates them, a downgrade of 1 to 2 marks should be awarded up to a maximum time interval of two seconds. At this point the judge may conclude that the pilot has "forgotten" the required figure construction, and that two separate figures have been seen.
- When a combination of unlinked or opposite rolls is flown the pause between them should be minimal, or a downgrade of 1-2 marks awarded up to a maximum time interval of two seconds. If the pause becomes longer than two seconds then two separate figures have been seen.
- Although a judge cannot refer to a timepiece during such moments, the application of a simple fixed time limit provides a clear reference point and the judge can make the decision based upon the observed sequence of events.
- At a post-flight conference where there is a video of the flight available for judges to review, the use of a stop-watch will easily show whether the two second period was exceeded and thus Confirmed Hard Zero mark(s) should be awarded.

Proposals

Revise para 6.8.8.3: When a half-loop is preceded by a roll or rolls, the half-loop follows immediately after the rolls without any visible line. Drawing a line requires a downgrade of at least two (2) points depending on the length of the line drawn; a line longer than 2 seconds should receive an HZ. Should the half-loop begin before the roll is completed, the Judge must downgrade the figure one (1) point for every five (5) degrees of half-loop flown on which the roll was performed.

Revise para 6.8.8.3: The half-loop followed by a roll is also flown with no line between the half-loop and roll. Again, drawing a line requires a downgrade of at least two points depending on the length of the line drawn; a line longer than 2 seconds should receive an HZ.

Should the roll begin before the half-loop is completed, the Judge must downgrade the figure one (1) point for every five (5) degrees of half-loop on which the roll was performed. (Figure 24)

Revise Part 1, para 6.8.24.4.c): With unlinked rolls, no line links the symbols, though their tips are drawn pointing in the same direction (i.e., on the same side of the line). They must have a brief but perceptible pause between them; a pause longer than 2 seconds should receive an HZ. They are to be flown in the same direction of rotation. (Figure 44)

Revise Part 1, para 6.8.24.4.d): Opposite rolls may be either of the same or different type. In opposite rolls, the tips of the symbols are drawn on opposite sides of the line, indicating they are to be flown in opposite directions of rotation. The pilot may elect to fly the first roll in either direction, but the second roll must be opposite direction to the first. Opposite rolls, including those in rolling turns, should be flown as one continuous manoeuvre – the brief check between opposite rotations should be minimal; a pause longer than 2 seconds should receive an HZ.

CIVA President's Note: Referred to JSC.

UNITED KINGDOM PROPOSAL #7

Document: Section 6, Part 1

Subject: Guidance for Aerobatic Performance Zone Demonstration Flights

Background

If formalised precision height measuring equipment is not available or not used, the panel of judges should each day have clearly demonstrated to them by a representative aeroplane before competition flying starts:

- The ‘low’ and ‘disqualification’ heights, and
- The location and extent of the Aerobatic Performance Zone.

These two requirements are easily accomplished within one short flight, and this aeroplane can usefully continue to provide the initial warm-up sequence for the judging panel to mark.

It is normal practice to expect all four sides of the box and the two centre-lines to be flown at the 'low' height and at the disqualification or 'low-low' height. The presence of any significant obstacles within the box and in the panels’ line of sight would render the full detail even more important. Flying all six lines at two heights (i.e. with twelve1km passes) however is complex and can take valuable time; by the third day or from time to time it may be sufficient to fly a lesser combination, for example only the two main axes at both heights, or perhaps all the lines but at only the 'low' height.

There may also be non-judged days due to weather constraints etc., and following such instances a repeat demonstration on the next flying day along all lines at both heights is strongly recommended.

If neither line judges nor an electronic position detection system are in operation, demonstration of the outer boundary lines as in (i) below is particularly important to assist later determination of box 'Out's by the judging panel.

Although 4.2.4.2 introduces this requirement there is at present no attempt to describe in Gdetail what the pilot should fly to meet the objectives. Control of this situation by radio is primarily a Chief Judge responsibility, for which the following new paragraph is suggested:

7.1.1.2.e) The Chief Judge shall brief and direct a non-competing pilot nominated by the organisers to demonstrate the 'low' and 'disqualification' heights around the performance zone prior to the commencement of contest flying each day. This demonstration will normally comprise:

i. Flight along the four boundary lines, dipping the wing above the corners and the centre points.
ii. Flight along the two main axes, dipping the wing above the 'T's and the centre marker.

The Chief Judge should clearly announce to all judges the 'low' or

'disqualification' height being flown, and draw attention to the appearance of the demonstrating aeroplane with particular reference to:

iii. Its proximity to the ground, to assist later assessments of low flying, and
iv. Indications of the box boundary with respect to notable local / surrounding features, to provide a sound basis for assessment of the positioning mark.

CIVA President's Note: Referred to RSC and JSC.

USA PROPOSAL #1

Document: Section 6, Part 1 and 2, para 2.1.3.2 (a)
Subject: Currency Requirements for Judges

Background

Early in 2011 when Judges' selection was underway by the JSC, there was some discussion 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*** ... ".

While 2.1.3.2 has changed for 2012, "appropriate class" remains in the text.

CIVA must establish what current judging experience is appropriate for selection to serve at FAI Aerobatic Championships. The meaning of the word "appropriate" must be more clearly defined so Judges can prepare in advance and to be sure they are current and, therefore, eligible for participation.

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?

While the JSC did discuss these issues at its meeting in 2010 in Finland, there were no rules proposals and/or written guidelines produced.

The USA proposes that CIVA insert a table in the selection procedures which outlines acceptable currency requirements that would make a Judge eligible to serve at an FAI Aerobatic Championships. The table would make it easy for a Judge to determine if he/she is "current" for an FAI Aerobatic Championships, as follows:

Judge's Experience in Current or Previous Contest Year:	**Provides Eligibility for Selection to:**
National Championships (Advanced Power)	EAAC, WAAC, WAGAC, WGAC, WYak52AC
National Championships (Unlimited Power)	EAC, WAC, WAGAC, WGAC, WAAC, EAAC, WYak52AC

National Championships (Glider Advanced)	WAGAC
National Championships (Glider Unlimited)	WGAC, WAGAC, WAAC, EAAC, WYak52AC
WGAC	WAAC, EAAC, WYak52AC
WAAC or EAAC	WAC, EAC, WAGAC, WGAC, WYak52AC
WAC or EAC	WGAC, WAGAC, WYak52AC

CIVA President's Note: Referred to RSC and JSC.

USA PROPOSAL #2

Document: Section 6, Part 1, Sub-paragraph 4.2.2.7 (b)
Subject: Penalized Breaks

Background

Paragraph 4.2.2.7 was added to Part 1 in 2012 to provide additional guidance to pilots required to restart a sequence following a program interruption. 4.2.2.7 served to separate the pilot actions required based on whether that break in the sequence was a Permitted Break (4.2.2.6) or a Penalized Break (4.2.2.7). Subsequently, however, it was discovered that the phrase '*correct direction'* used in the new paragraph was resulting in some confusion and misunderstanding of exactly what actions were expected of the pilot following a Penalized Break which happened to occur on the Y axis.

This proposal recommends a wording change to ensure the current intent of 4.2.2.7(b) is clear and unambiguous to all participants, and relocates the rule to a more logical section of the Regulations.

Proposed Changes

1) Move one sentence of the current 4.2.2.7(a) into 4.2.2.6 as a new sub-paragraph 'd':

4.2.2.6 d) Following a Penalised break, a subsequent interruption may be considered a Permitted break if it is taken after a correctly flown figure.

2) Delete the remainder of 4.2.2.7.

3) Add a new sub-paragraph to 5.2.5 as follows:

5.2.5.3 Following a programme interrupted for any of the reasons given in 5.2.5.1, a pilot must recommence the sequence on the correct axis and in the correct attitude and heading as appropriate to the restart option chosen from 5.2.5.2. Should the restart begin on the Y axis, the competitor may resume his or her flight in either direction on the Y axis.

4) Renumber existing paragraphs 5.2.5.3 and 5.2.5.4 to 5.2.5.4 and 5.2.5.5, respectively.

Rationale

5.2.5.2 gives the pilot three options to restart the sequence after a Penalized break, whether self-initiated (wing dips) or as a result of an HZ figure requiring an attitude reversal or heading change more than 90º. As a result of having those options available, there is no knowledge by the judges before the restart whether the pilot will choose an option which requires beginning on the Y axis. For example, if the pilot chooses to restart the sequence with the figure immediately preceding the point of interruption (5.2.5.2(a)), and that figure has a Y axis entry and X axis exit, under the current rule we are asking the judges to remember which way the pilot entered that figure from the Y axis the first time it was flown and to penalize the pilot if the restart direction differs from the original direction.

The current 4.2.2.7(b) was relocated because paragraph 4.2.2 deals with, "Meteorological Conditions." It is logical to include sub-paragraph 4.2.2.6 in the Meteorological section as

that's the only condition which allows Permitted breaks. If looking to find rules covering Penalized breaks, it is more logical to look in Paragraph 5.2.5, "Interruption of a Programme or Addition of Figures."

Summary

The existing 5.2.5.1 includes all the same elements as 4.2.2.7(a) does now, with the exception of the one sentence. That sentence is retained as 4.2.2.6(d). The new 5.2.5.3 addresses the intent of 4.2.2.7(b), but acknowledges that the flight restart might begin on either axis depending on the restart option chosen, and releases both the pilot and judges from mentally replaying the flight in order to determine the "correct" direction for a Y axis restart. These changes accomplish the goals of the current 4.2.2.7 while tremendously simplifying the language, reducing ambiguity, and more logically placing the rule within Part 1.

The combined result of implementing the current 4.2.2.6 along with the proposed 5.2.5.3 would be:

1) Following a Permitted (weather) break taken on the Y axis, the pilot must resume the flight in the same direction of flight on the Y axis (4.2.2.6 b)).

2) Following any Penalized break, should the pilot choose the option to resume the flight on the Y axis, the sequence may be resumed in either direction on the Y axis (5.2.5.3).

CIVA President's Note: Referred to RSC and JSC.

USA PROPOSAL #3

Document: Section 6, Part 1, Sub-paragraph 4.3.3.7 (b)
Section 6, Part 2, Sub-paragraph 4.3.4.5 (b)

Subject: Required Form A information for Programme 1 (power) and Programme 3 (glider)

Background

Super-Family numbers are required by the ACRO scoring software for all Free Programs, but currently are not specifically listed as a required element on the Form A's submitted to the contest organizers. Although these numbers can be added by the contest organizers, both software programs which produce files in the accepted format generate the Super-Family (SF) numbers automatically and can add them to the Form A without additional work on the competitor's part. Letting the software generate the SF numbers reduces the chance of error present if the SF numbers must be added after the programs are received by the organizers.

Proposed Change

Part 1: 4.3.3.7 b) and Part 2: 4.3.4.5 (b) both to read,

"Form A will show all symbols, catalogue reference numbers, difficulty coefficients, and Super-Family numbers."

CIVA President's Note: Referred to RSC and GASC.

USA PROPOSAL #4

Document: Chapter 6 of Section 6, Parts 1 and 2
Subject: Comparison of Internal Partial Loop Radii

Background

Not that many years ago, the criteria for judging the size of part-loop radii within a figure was, "All radii must be equal except Family 1, and the half loop of humpty-bumps." Now, as new figures have entered the Catalogue and changes made to the judging criteria, we have acquired many, many more exceptions, some of which are based on actual flight dynamics (the Double Humpties being the latest example where common sense criteria prevailed over blind adherence to tradition), but others seem to have no logic. For example, current criteria require the 1/8 and 5/8 loops in a Half-Cuban to be equal, but in a Goldfish the entry and exit 1/8 loops can be a different size than the 3/4 loop. The latest example which many judges have questioned is the criteria for the 8.6.9 - 8.6.16 Reversing P-Loops, where all radii must be equal in the 8.6.9 - 8.6.12 figures, but the final 1/4 radius of the 8.6.13 - 8.6.16 figures can be a different size. Here we are asking the judge to switch criteria for essentially the same figure depending on whether the vertical line is first or last. Yet, the criteria for the regular P-Loops, 8.6.1 - 8.6.8, does not differentiate between the vertical line being first or last, and requires all radii to be equal. These are only a few examples of many inconsistencies within Chapter 6 regarding comparison of internal part-loops.

Besides what has become a morass of radii judging criteria, the capability of a human judge to compare the radius of a small part-loop with a much larger part-loop has to be questioned. Even with a figure positioned directly in front of a judge and at a comfortable viewing distance, there is virtually no repeatability among judges watching a 1/8 loop and determining whether a following 5/8, 3/4, or 7/8 loop was of equal radius or not. Now take that figure and place it in the rear corner of the box and we are asking a judge to view a figure perhaps 1.5 km distant with a 20 degree sight angle to do the same. We are literally asking the impossible when judges are tasked with comparing loops of widely different extents located far apart in both space and time in widely different positions within the box.

Finally, our current criteria on judging the size of part-loops have become so needlessly complex that some judges simply ignore those criteria. That, of course, results in even greater disparity between the marks given by judges who are attempting to follow the criteria versus those judges who are not even trying.

Proposed Changes

[Note that the listed paragraph numbers apply to Section 6, Part 1. Should this proposal be accepted, the applicable edits would be incorporated into Part 2 as well.]

6.7.2.1 b) An important component of many of the criteria which follow in 6.8 is the requirement to match the size of part-loops internal to a figure. With exceptions for all of Family 3, the 7.4.6 Octagonal Loops, and Family 5, 1/8 (45 degree) loops need never match the radius of any other part-loop within a figure.

c) All internal part-loops, whether being compared to other part-loops or not, must be smoothly flown and wind-corrected to have a constant radius. Any deviations observed (e.g., changing radius, segments, 'corners', etc.) must be downgraded by one, two, or three points depending on the judge's evaluation of the severity of the error, much as line lengths are downgraded according to 6.7.1.6.

6.8.1.1 Family 1 figures are drawn according to the "Corner Conventions" laid out in the *Aresti Aerobatic Catalogue (Condensed)*, Part 1. This drawing convention applies to figures in all Families and specifies that any looping element less than 180 degrees will be shown as a 'corner.' However, note that any 'corner' angles drawn in the pictograms, such as in Figure 12, are always to be flown as part-loops.

6.8.1.2 In each of these figures there are two to four looping components: e.g., a 1/8 loop, a 3/8 loop and a 1/4 loop. These part-loops within all Family 1 figures need never have the same radius. Rolls may be performed on the 45 degree line and/or the 90 degree line, with the part-lines before and after the roll being of equal length. The initial horizontal line and the line at the end of the figure may be flown at different altitudes.

6.8.9.1 Sometimes referred to as "Goldfish", none of the part-loops in these figures need be of the same size. Entry and exit lines are judged with reference to the 45 degree attitude, not flight path. Any rolls on the 45 degree lines must be centred on that line. The lengths of the two 45 degree lines may be different, and the entry and exit altitudes need not correspond to the altitude limits of the loop. (Figure 25)

6.8.15.1 The 5/8 and 3/4 loops must be the same size, but the radius of the 1/8 loop between 45 degree and horizontal lines need not equal the radii of the loops of the Horizontal 8 itself. A common fault is to fly these part-loops with sharp corners as drawn in the catalogue symbol. This must be downgraded. (Figure 34).The lines between the loops should be flown at exactly a 45 degree attitude. This means that only if there is no wind will they intersect at the exact midpoint of the 8. If there are rolls of any variety, they will only occur on the 45 degree lines and be positioned so that the lines before and after the roll are of equal length. For deductions see 6.7.1.6.

6.8.15.3 DELETE

6.8.16.2 The two 3/4 loops must have the same diameter and occur at the same altitude. The entry and exit 1/8 loops must have a reasonable and constant radius, but need not be the same size as either the 3/4 loops or each other. Any rolls placed on any 45 degree line must be centred. The horizontal entry/exit lines must coincide with the top and bottom of the loops, except when the first or last 45 degree lines contain multiple linked, unlinked or opposite rolls, when they may be extended (not shortened) above or below the extreme of the 3/4 looping segments. Shortening of a line, as in Figure 35, should be penalised by up to 2 points.

6.8.19.1 These figures, whether vertical or performed with 45 degree lines, are judged as combination of lines and loops. For the 8.4.1 through 8.4.4 figures, the radii of the first and last 1/4 loops must be equal. However, the half loop in the middle of the figure can be of a different radius. (Figure 37) For the 8.4.5 through 8.4.28 figures, none of the radii need be the same size. (Figure 38) The half loops in all the 8.4

figures must still have a constant radius from the time they depart the vertical or 45 degree line. This requires a change in angular velocity during the half loop.

[Modify Figure 38 to show radius a ≠ radius b]

6.8.20 Family 8.5.1 - 8.5.8 - Half Cubans

6.8.20.1 In these figures, none of the part-loops need have the same radii. The rolls on the 45 degree line must be centred. Horizontal rolls immediately preceding or following looping segments have the same criteria as in Family 7.2. Angles drawn in the pictograms, such as in Figure 39, are to be flown as part-loops.

6.8.21.1 In these figures, none of the part-loops need have the same radii. The rolls on vertical and 45 degree lines must be centred. Angles are to be flown as part-loops. (Figure 40)

6.8.22 [NEW] Family 8.6.1 – 8.6.16 - P Loops, Reversing P Loops

6.8.22.1 In these figures all part-loops must have the same radii. The rolls on vertical lines must be centred. Horizontal rolls immediately preceding or following looping segments have the same criteria as in Family 7.2. Angles drawn in the pictograms are to be flown as part-loops.

6.8.23 [NEW] Family 8.7 - Q Loops

6.8.23.1 In these figures, the radius of the 1/8 loop need not match the size of the 7/8 loop. Any rolls on 45 degree lines must be centred. Horizontal rolls immediately preceding or following looping segments have the same criteria as in Family 7.2. Angles drawn in the pictograms are to be flown as part-loops.

Current 6.8.23 and subparagraphs, RENUMBER as 6.8.24

6.8.25 [NEW] Family 8.10 - Reversing 1 1/4 Loops

6.8.25.1 Where 1/2 and 3/4 loops join each other in this family, their radii must be equal and there is no line between the loops. A line drawn would be a minimum two (2) point deduction depending on the length of the line. The 1/4 loop that returns the aircraft to horizontal flight should have a reasonable and constant radius, but need not match the other looping radii.

Current 6.8.24 through 6.8.29 INCREMENT PARAGRAPH NUMBER by 1

Summary

The net effect of these changes on the judging criteria for the Aresti subfamilies is as follows:

Family 7.3: No comparison of any partial loop radii

Family 7.8.1 – 7.8.16: 5/8 and 3/4 loops must be same size, but 1/8 loops are not judged for size.

Family 8.4.5 – 8.4.28: No comparison of part-loop radii

Family 8.5: No comparison of part-loop radii

Family 8.6: All part-loops must be same size

Family 8.7: No comparison of part-loop radii

Any subfamily not listed above is unchanged from the current criteria.

The proposed changes outlined above significantly decreases the number of different criteria for both pilots and judges to remember. Most importantly it eliminates the requirement to compare the size of small part-loops with much larger part-loops, the part-loops often separated by many intervening maneuvers. With the exception of Family 3, Octagonal loops, and Family 5, 1/8 loops are never compared for equal radius.

CIVA President's Note: Referred to JSC.

USA PROPOSAL #5

Document: Chapter 6 of Section 6, Parts 1 and 2
Subject: Directionality

The USA proposes the addition of a new paragraph, 6.3.4 which states:

6.3.4 Composition of Sequences

A sequence is composed of figures that must be flown in the order shown on Forms A, B, & C. An X-axis start will be in the direction depicted on Forms B & C. A Y-axis start may be in either Y-axis direction. Likewise, the last figure's ending direction must be as depicted if on the X-axis and may be in either direction if on the Y-axis. Adjacent figures are connected by straight and level lines that are parallel to either the X or the Y Axis.

Pilots have discretion to make certain in-flight directional choices (turning right or left, or rolling right or left in the vertical) with the goal of allowing the best, most artful presentation, box positioning and wind correction. The base figure's internal parts and added rolls, spins or flicks, as flown, must comply with the specified catalog numbers (and as drawn for same/opposite direction rolls). In figures which both begin and end on the Y axis, internal elements including partial loops and diagonal lines which are parallel to the X axis are non-directional with respect to the X axis. Direction of flight between figures is determined by the following:

6.3.4.1 X-Axis

A figure that starts and ends on the X-axis as shown on the Forms B & C must start and end traveling in the direction shown on these Forms.

6.3.4.2 Y-Axis

A figure that starts and ends on the Y-axis as shown on the Forms B & C has its entry direction determined by the direction of exiting the previous figure. The exit direction on the Y-axis depends on how the figure is flown at the pilot's discretion.

6.3.4.3 Axis changing figures

A figure that starts on one axis and ends on the other must comply with the above for the respective axes.

CIVA President's Note: Referred to RSC, CSC, and JSC.

USA PROPOSAL #6

Document: Section 6, Parts 1 and 2
Subject: List of Figures for Programmes 2 and 3 (Part1)
List of Figures for Programmes 3 through 4 (Part 2)

Background

New figures, Family 8.8, the Double Humpty Bumps, were added to the *Aresti Aerobatic Catalogue (Condensed)* this year. It is now proposed to allow a subset of those figures to be used as Unlimited Unknown figures in Power Programmes 2 and 3 and as Unlimited Unknown figures in Glider Programmes 3 through 4.

Removed from consideration as potential Unknown figures were the Double Humpties with outside downward half loops, and those figures with outside elements occurring before inside half loops on the downward side.

The remaining figures present no excessive altitude loss or physical stress on either aircraft or pilots in the Unlimited category. When combined with the possible vertical rolls and/or spins, these figures will provide considerable additional flexibility in Unknown programme design for wind management and box positioning.

Proposed Changes

(1) Part 1: Add a new paragraph, 9.18. Existing paragraphs 9.18 through 9.25 to be renumbered appropriately.

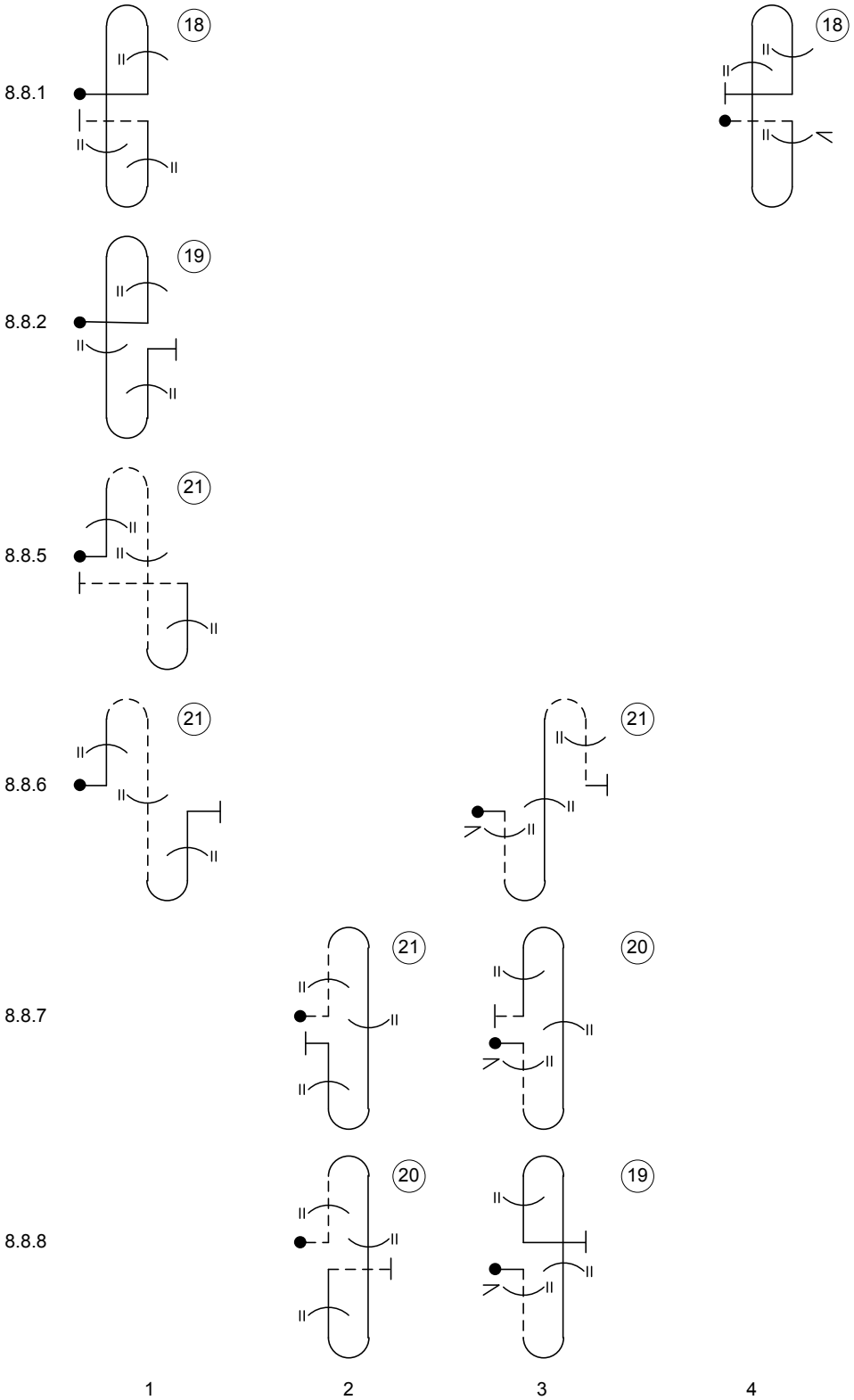
(2) Part 2: Add a new section, "Families 8.8.1 to 8.8.8" to Chapter 9.

The attached graphic is applicable to both Power and Glider.

CIVA President's Note: Referred to RSC and GASC.

9.18. Family 8.8.1 To 8.8.8 (Part 1)

Family 8.8.1 to 8.8.8 (Part 2)



USA PROPOSAL #7

Document: Section 6, Part 2
Subject: Wind Arrows – Glider Championships

Background

Responding to the CIVA President's Proposals last year to reduce cost and complication of Championships, the Rules Sub-Committee recommended to CIVA that "wind arrows" be deleted as a requirement for marking the box.

The following rationale was provided to CIVA by the RSC:

Box markings as they are give great assistance to pilots, and should be retained, with the possible exception of the wind arrows. All pilots have a strict plan for box orientation before take-off and most see no need for the arrows on the box axes. On the other hand, the competition may be delayed in the event of a wind change by the need to open and close arrows in widely separated positions. Generally, the arrows serve no real purpose, but have a strong tendency to slow down flying. They could be eliminated from the box marking requirements without adverse effect.

CIVA agreed to this change and the wind arrows were deleted in Part 1 of Section 6. However, this was not agreed for Part 2, which we believe was an oversight.

Proposal

The USA proposes the elimination of the wind arrows in Section 6, Part 2 (Glider Aerobatics).

CIVA President's Note: Referred to GASC.

USA PROPOSAL #8

Document: Section 6, Part 1
Subject: Remove Judging Panel Involvement From Performance Zone Boundary Infringements

Background

The regulations are very clear in requiring the use of either electronic means or line judges to record infringements of the performance zone's boundaries at World Championships. To quote various paragraphs from Section 6, Part 1:

2.1.5.1(c): Positioning judges for operating the electronic tracking instrument and for recording the violations of the prescribed performance zone, or 4 Line Judges for the conventional recording of infringements of the performance zone.

2.2.2.1: The use of Line Judges is mandatory at World Championships if an electronic tracking device is not operated.

4.2.5.5: Additionally, the recording of infringements of the performance zone may be carried out either with an electronic positioning instrument or by Line Judges in accordance with the judging rules.

5.2.3.1: An infringement is considered to have occurred if the fuselage of the aircraft is seen by the Line Judges to have crossed the line being observed, even if this occurs more than once in a single figure.

5.2.3.2: For Programmes Q, 1, 2 and 3, infringements may be recorded by a technical device or by four Line Judges.

Paragraph 2.2.2.1 does say, "*Line Judges may only be waived at World Championships under special circumstances and with prior approval by the Bureau of CIVA.*"

Unfortunately, it has become almost common practice for the organizers of championship events to seek and receive that waiver, not because of *special* circumstances, but simply because it is more convenient for the organizer. While it is understandable why organizers would not want to use Line Judges (several logistical and some additional cost considerations), it must be kept in mind that World Aerobatic Championships are not held for the benefit of organizers, but rather to determine who are the best pilots in the world.

If a waiver to not use Line Judges is granted, because of the rarity of electronic positioning equipment, we are left with either not recording performance zone infringement at all, or, beginning in 2012, allowing the Board of Judges to record the infringements.
Using the Board of Judges to record infringements is, however, a significant disservice to the pilots for several reasons. The accuracy of the figure marks will be adversely affected because some of the judge's concentration is necessarily being diverted away from the quality of the figure, especially the very complicated, high-K figures where small differences in the marks given result in large scoring differences. With Championships being decided on

the difference of just a few points in the total score, any preventable degradation in a judge's marks is unacceptable. Further, using the judging panel to replace Line Judges also turns what should be a very objective "is the airplane in or out of the performance zone" (see 5.2.3.1) decision into an extremely subjective call by a judge who is already saturated with the tasks of observing the figure's multiple components, downgrading for errors, and determining positioning.

With Line Judges, it takes the agreement of two judges, each using certified accurate (by the Jury) sighting devices, to record an excursion outside the buffer zone by as little as one fuselage. Using the Board of Judges to perform the same task, it takes a majority of judges, four to six depending on the size of the judging panel, to record an infringement and then only for *"figures clearly flown outside the performance zone*." (5.1.4.7).

There is currently no requirement for a non-competing pilot to fly the boundaries of the performance zone to provide a reference to the panel of judges. Even if the boundaries are flown, however, that pilot will fly the marked edges of the performance zone, *not* the outer, unmarked edges of the 50 meter buffer zone. Of course this means that even if a marking judge has perfect recollection of where the performance zone boundaries are, any figures charged as 'out' by that judge will be based on the boundaries of the performance zone and not, as the line judges would use, the 50 meter buffer zone. Using the panel of judges to record boundary infringements then, at best, shrinks the useful area of the performance zone by 100 meters on each axis for all competitors.

Line judges are observing each competitor directly from the performance zone corners using a calibrated and visible 'edge' to sight against. The panel of judges attempting to do the same job might be observing the competitor's airplane from a distance of 1.5 km, or even more, and comparing the airplane's location to an invisible recollection of where the zone boundary (not buffer zone) line lies. And that is a boundary that varies position based on perspective (distance from the judge) no less. For those reasons, along with the lack of "calibration" the judging panel is given for the zone boundaries, and referencing possible 'outs' to the performance zone boundaries rather than the buffer zone, any 'outs' charged to a competitor simply have an extremely large uncertainty factor. Judges recognize these limitations and as a result are very hesitant to record boundary infringements against a pilot.

As one example, at the recently completed World Yak-52 Aerobatic Championships where the panel of judges recorded the infringements, just 3 'outs' were recorded for the entire contest. In 2009 at the Silverstone WAC where an electronic device was used to record infringements, for just the Free Programme and 1st Unknown, 121 'outs' were recorded! Even adjusting for the larger number of pilots at Silverstone, the disparity is obvious. If all the 'outs' are not being recorded, and pilots are otherwise close on their ability to fly the figures, our ability to separate the pilots in the final standings is severely limited.

Given that the top few pilots in contention for a World or Continental Championship can have very well-matched flying skills, it is indeed often a pilot's ability to manage wind and sequence design to stay in the performance zone that determines the winner. Pilots spend a great deal of time, effort, and money to vie for the title of 'Champion.' To have that title determined by a subjective call, from overloaded judges, looking at the airplane from a great distance referenced to an invisible line which doesn't account for the buffer zone, is unacceptable.

Given that background, the USA proposes that the regulations be changed to strictly require either electronic means or four Line Judges to determine performance zone infringements at World and Continental Championship events. The option to not record boundary infringements regardless of method at any CIVA contest has been removed.

Proposed Changes

2.2.2.1. The use of Line Judges or alternatively, an electronic tracking device, is mandatory at World and Continental Championships. The use of Line Judges may only be waived at World and Continental Championships under ~~special~~ extraordinary circumstances and with prior approval by the Bureau of CIVA. When line judges are used, they shall be placed at each corner of the performance zone. Line judges should, if possible, be international. If they are operated by the organiser, a permanent supervision must be provided by the International Jury.

5.1.4.3. The positioning mark will be given by the Board of Judges. ~~Additionally and by prior agreement between CIVA and the Organiser, infringements of the performance zone boundary may be recorded by the judging panel rather than by Line Judges or an approved electronic system.~~ The K factor accorded to positioning marks will depend on whether recorded by Line Judges or an electronic instrument.

a) Unlimited

Flight Programme	Electronic Instrument	Line Judges
Programme Q, 2 & 3	K = 20	K = 10
Programme 1	K = 30	K = 20

b) Advanced & Yak52

Flight Programme	Electronic Instrument	Line Judges
Programme Q, 1, 2 & 3	K = 20	K = 10

5.1.4.7. The judge's final decision on a grade for positioning is not a simple one. It must take into account deductions for asymmetry of the sequence, and non-optimal placement of individual figures ~~and, in the case where Line Judges are not used, figures clearly flown outside the performance zone~~. Whilst a particularly well designed and positioned sequence might still merit a grade of 8.5 or so, a badly flown sequence could well deserve a very low grade from 0 to perhaps 2 or 3.

5.2.3.2. The performance zone for all programmes will be 1000 metres each for the main (x) and the cross-wind (y) axes. For Programmes Q, 1, 2 and 3, infringements may be recorded by a technical device or by four Line Judges. ~~When performance zone infringements are not recorded (see 2.2.2.1), the decision to adopt this option will be published not later than the second contest bulletin.~~

CIVA President's Note: Referred to RSC and JSC.

USA PROPOSAL #9

Document: Section 6, Part 1
Subject: Requirement to fly low lines and zone boundaries

Background

4.2.4.2 currently states, *"If the organisers do not have any precision height measuring devices available, they will nominate a non-competing pilot who will daily carry out a flight at these heights around the performance zone and along the two axes of the performance zone."* However, it is possible under the current rules that precision height measuring devices will be used for monitoring altitude limits, but the panel of judges will be responsible for monitoring performance zone infringements.

It is clear that if the panel of judges is charged with monitoring either or both the height limits and the performance zone boundaries, the judges must be 'calibrated' by observing an aircraft fly the zone boundaries and the main axes at both the lower and disqualification height limits. And even if electronic devices are being used to monitor height limits and/or boundary infringements, the panel of judges must be ready to step in should those device(s) fail.

The current rule only requires the height limits and performance zone boundaries be flown daily and then only if the organizers do not have a precision height measuring device available. This proposed change would require these flights regardless of the availability of electronic devices and change the frequency from just daily to also anytime judges change their judging location for any reason. Different judging locations can have vastly different views of the performance zone (e.g., the judges might be level with the performance zone in one location and on elevated terrain relative to the performance zone in a different location) as well as presenting the judges with different background landscape features, all of which require a different 'calibration' for the judges to accurately evaluate the height and/or boundary limits.

Proposed Changes

NOTE: If USA Proposal #8 is accepted, items (i) and (iii) under the proposed 7.1.1.2.e) would be deleted.]

[Delete the current 4.2.4.2 text in its entirety and replace with:]

4.2.4.2 Both the Lower and Disqualification height limits appropriate to the category flying will be demonstrated to the panel of judges by a non-competing pilot prior to the commencement of contest flying each day and whenever the judging location is changed. These demonstration flights will be carried out in accordance with 7.1.1.2(e).

7.1.1.2(e) The Chief Judge shall direct a non-competing pilot nominated by the organisers to demonstrate the Low and Disqualification height limits prior to the commencement of contest flying each day and anytime the judging location is changed. During this demonstration flight the Chief Judge should announce to the

panel of judges whether they are currently observing the Low or Disqualification height limit being flown. Each demonstration flight should normally include:

i) Flight along the four boundary lines, dipping the wing above the corners and the centre point.

ii) Flight along the two main axes, dipping the wings above the 'T's and the centre marker.

iii) If neither line judges nor an electronic position detection system are in operation, demonstration of the boundary lines as in (i) above is particularly important to assist later determination of box 'Out's by the judging panel.

CIVA President's Note: Referred to RSC and JSC.

USA PROPOSAL #10

Document: Section 6, Parts 1 & 2
Subject: International Contests

Background

In the FAI Sporting Code, General Section, Chapter 3, the following classifications of events are defined:

- National Sporting Event
- National Championship
- International Sporting Event
- Open National Championship
- Continental Championship
- World Championship
- World Air Games

There are also events that are listed in the FAI Sporting Calendar:

- ***First Category Events*** – World and Continental Championship as approved by ASCs and confirmed by the FAI Executive Board. These can also be International Sporting Events approved by the ASC concerned.

- ***Second Category Events*** – Other international sporting events organized by or under the authorization of NACs.

General Section does provide for the "registration" of International Sporting Events. This registration is done by the NAC. If they are not approved by the ASC concerned as First Category, then no confirmation is required by the FAI Executive Board.

There are numerous references in Section 6 to "International Competitions". This terminology is at variance with General Section which has priority over Section 6 and should be corrected.

CIVA does not have the authority to approve or authorise Second Category Events but only First Category Events. First Category Events include World and Continental Championships and International Sporting Events.

Second Category events would be those we have seen held under the auspices of NACs, though they have had international participation, but do not have FAI or CIVA sanction. International Sporting Events approved by CIVA would include the FAI Special Aerobatic Events (FSAEs) that are now covered by the new Part 4 of Section 6.

As it stands today, the only CIVA-sanctioned events are World Championships, Continental Championships, and FSAEs. Some International Sporting Events have been approved in the

past and carried the FAI logo, such as the events in Al Ain, the World Grand Prix of Aerobatics, and the JK Elite Series. These have all been charged CIVA Sanction Fees, FAI and CIVA Medals and trophies are awarded, and FAI International Officials provided to the organisers.

With the new Part 4 in place we now have rules governing future International Sporting Events that are outside the scope of Parts 1 and 2, consideration should be given to the elimination of terminology that is now obsolete.

The deletion of references to "International Contests" in Section 6 will have no negative consequences, as General Section empowers ASCs to approve International Sporting Events as FAI First Category competitions.

Proposal

References in Section 6 to "International Contests" should either be deleted in their entirety or changed to "International Sporting Events" to be in alignment with General Section.

CIVA President's Note: Referred to RSC.

USA PROPOSAL #11

Document: Section 6, Part 1, Sub-paragraph 4.3.3.7 (a)
Section 6, Part 2, Sub-paragraph 4.3.3.5 (a)

Subject: Required File Format for Free Programmes

Background

Both Parts 1 and 2 of Section 6 currently require Free Programmes to be submitted to the contest organizer as computer files in either of two formats: Visio/Aresti or Olan. Whenever any regulations which affect the Free Programme are changed, or there are changes to the Aresti System (Condensed), both software programs must be updated accordingly. In order to properly check for compliance with the relevant rules, it is essential that the organizer receive files created by software programs which are themselves compliant with the current rules.

Following the major changes made to the Aresti System (Condensed) in 2012, the Olan software was not updated from its 2011 version. Subsequently, a third-party has provided a partial fix to bring the Olan software into compliance with the new Catalogue. Unfortunately, the fix is less than perfect and the user must still be aware and be prepared to correct errors in any sequence, particularly the Catalogue numbers, generated by the "fixed" Olan. Both Parts 1 and 2 state that the Catalogue numbers are definitive and if a Free Programme is submitted with incorrect Catalogue numbers it will necessarily have to be ruled as an illegal sequence.

Of course, requiring up-to-date software also applies to Visio/Aresti or any other program which may come along in the future. It is solely the responsibility of the end-user to insure the software they use abides by the current year's rules and Catalogue.

Section 6, Part 2 already addresses the requirement to use current software, but Part 1 does not. The changes proposed below bring that same requirement into Part 1 and synchronize the language between the two Parts. Additional language from Part 2 which sets the penalty for not meeting the Free Programme submission deadline has also been incorporated into Part 1.

Proposed Change

Part 1: 4.3.3.7(a) to read:

4.3.3.7. Sequence Submission

a) Not later than 48 hours before the start of Programme 1, each competitor must submit a computer file for the programme, in an acceptable format, to the Contest Director for verification of compliance with the relevant Rules. Hard copies or hand drawings will not be accepted. The computer file must contain completed pages for the three Forms described below. ~~Currently~~ Acceptable file formats are Microsoft Visio using Aresti software and Olan. It is the competitor's responsibility to ensure the software used has been updated to comply with the Aresti System (Condensed) and Section 6, Part 1, regulations as currently amended by CIVA. If any pilot

submits their Free Programme after the 48 hour deadline, they will not be allowed to take part in Programme 1.

Part 2: 4.3.3.5(a) to read:

4.3.3.5. Sequence Submission

a) Not later than at the opening briefing of the contest, each competitor must submit a computer file for the programme to the Contest Director for verification of compliance with the relevant rules. The file must contain completed pages for the three Forms described below. ~~The file format should be Microsoft Visio, using Aresti software, or Olan. The latest version of either software must be used.~~ Acceptable file formats are Microsoft Visio using Aresti software and Olan. It is the competitor's responsibility to ensure the software used has been updated to comply with the Aresti System (Condensed) and Section 6, Part 2, regulations as currently amended by CIVA. Hard copies or hand drawings will not be accepted. If any pilot has not submitted their Free Programme by the opening briefing, they will not be allowed to take part in Programme 2.

CIVA President's Note: Referred to RSC.

WGAC/WAGAC JURY PRESIDENT PROPOSAL #1

Document: Section 6, Part 2
Subject: Tow Planes

Proposal

Change Para 4.1.3.2. with the following sentence:

"The availability of at least **three** towing aircraft in service **plus** one standby aircraft must be guaranteed, except if the total number of competitors in both Unlimited and Advanced is less than 45 pilots. The performance of towing aircraft must meet the requirements of take-off sequence as shown under 4.2.3.1."

CIVA President's Note: Referred to GASC.

WGAC/WAGAC JURY PRESIDENT PROPOSAL #2

Document: Section 6, Part 2
Subject: Line Judges

Proposal:

Add new rules:

Team members are not allowed to approach the lines judges at less than 20 m and in any case are not allowed to communicate with the Line Judges.

CIVA President's Note: Referred to GASC.

WGAC/WAGAC JURY PRESIDENT PROPOSAL #3

Document: Section 6, Part 2
Subject: Paperwork

Proposals

Paper work at the judging line should be separate and put in annexes.

CIVA President's Note: Referred to GASC.

The following Glider Known proposals are referred to the GASC:

	Proposal "A" 2013	FORM B
Pilot ID #	Advanced Glider Known	Flight #

wind/vent

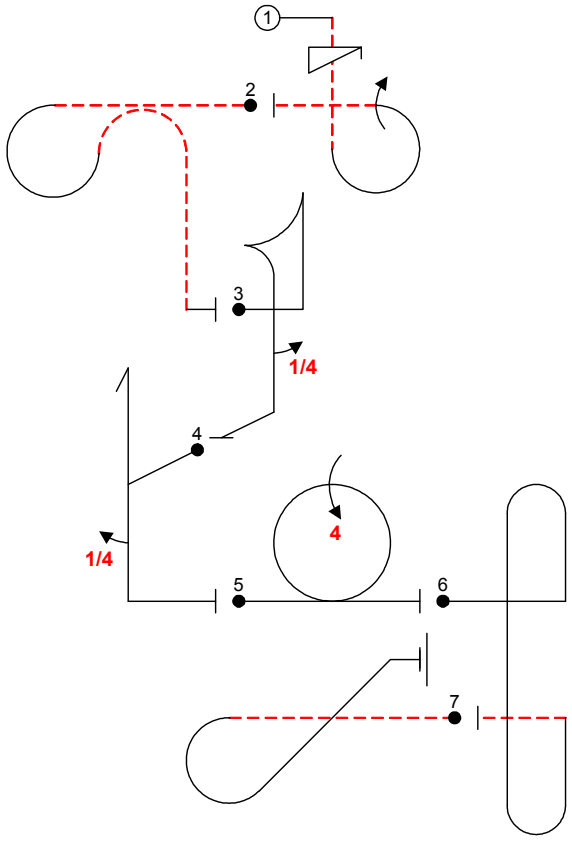


Fig 1	8.6.3.3 9.11.1.4 9.1.3.4	13 5 12	30
Fig 2	8.10.2.4	18	18
Fig 3	6.2.1.1 9.1.5.1	17 3	20
Fig 4	5.2.1.1 9.1.5.1	17 3	20
Fig 5	7.4.1.1 9.4.3.4	10 17	27
Fig 6	8.8.1.1	18	18
Fig 7	8.5.5.4	10	10
Figure K = 143			

pilot

A/C

	Proposal "B" 2013	FORM B
Pilot ID #	Advanced Glider Known	Flight #

wind/vent

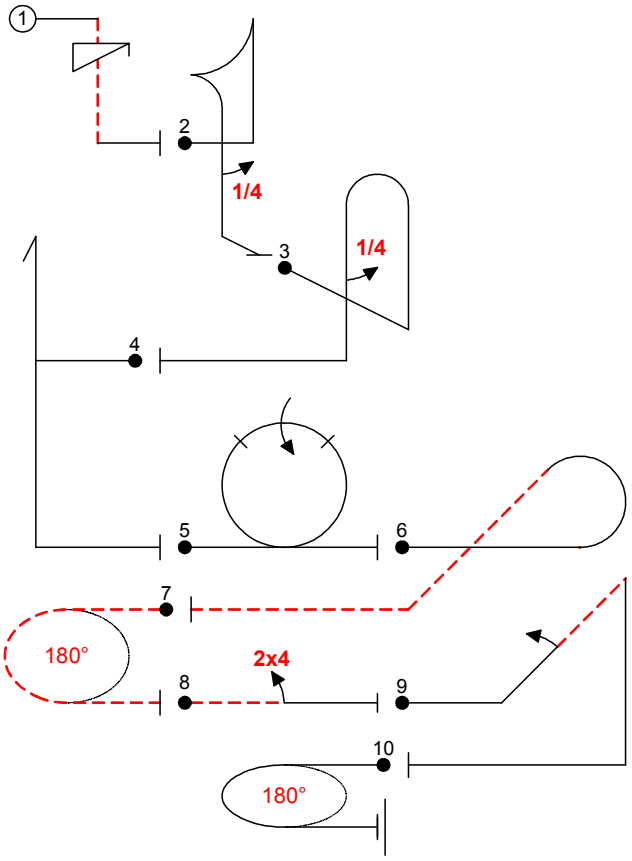


Fig 1	1.1.6.3 9.11.1.4	10 5	15
Fig 2	6.2.1.1 9.1.5.1	17 3	20
Fig 3	8.4.1.1 9.1.5.1	13 3	16
Fig 4	5.2.1.1	17	17
Fig 5	7.4.1.1 9.1.3.4	10 12	22
Fig 6	8.5.5.1	10	10
Fig 7	2.2.1.2	5	5
Fig 8	1.1.1.4 9.4.3.2	2 8	10
Fig 9	1.2.3.1 9.1.2.2	12 9	21
Fig 10	2.2.1.1	4	4
Total K = 140			

pilot

A/C

CIVA FAI AEROBATICS COMMISSION	**Proposal "A"** **2013**	**FORM B**
Pilot ID #	**Unlimited Glider Known**	Flight #

wind/vent

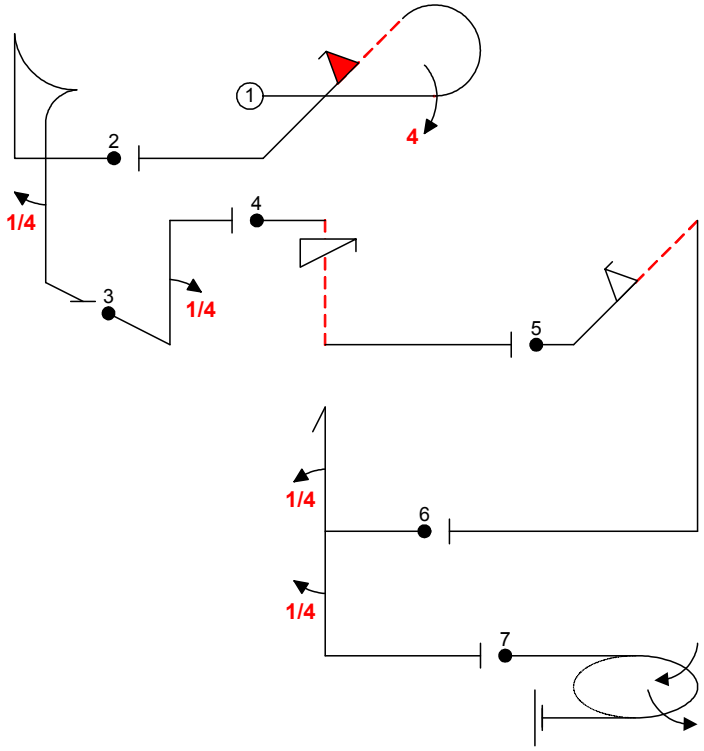


Fig 1	8.5.6.1 9.4.3.4 9.10.4.2	10 17 15	42
Fig 2	6.2.1.1 9.1.5.1	17 3	20
Fig 3	1.1.6.1 9.1.1.1	10 9	19
Fig 4	1.1.6.3 9.11.1.4	10 5	15
Fig 5	1.2.3.1 9.9.2.2	12 15	27
Fig 6	5.2.1.1 9.1.1.1 9.1.5.1	17 9 3	29
Fig 7	2.2.6.1	37	37
Total K = 189			

pilot

A/C

CIVA FAI AEROBATICS COMMISSION	**Proposal "B"** **2013**	**FORM B**
Pilot ID #	**Unlimited Glider Known**	Flight #

wind/vent

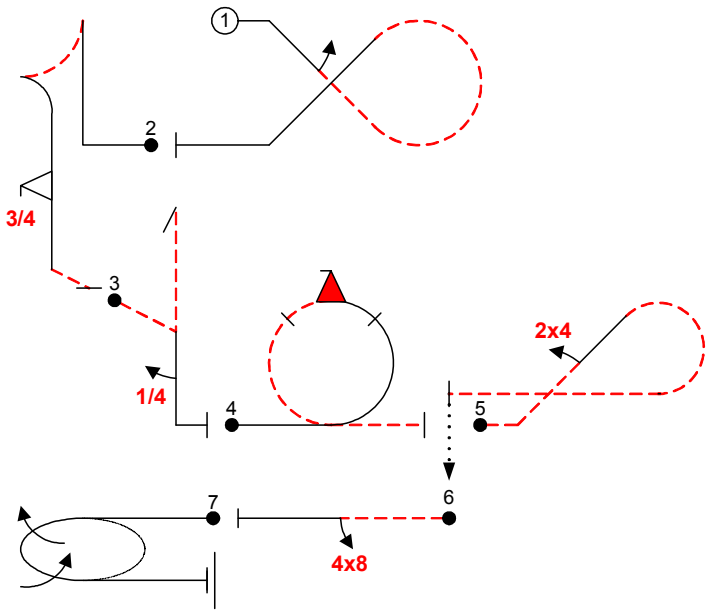


Fig 1	7.3.2.3 9.1.4.2	17 6	23
Fig 2	6.2.2.3 9.9.5.3	18 14	32
Fig 3	5.2.1.4 9.1.5.1	22 3	25
Fig 4	7.4.2.1 9.10.8.2	12 18	30
Fig 5	8.5.2.2 9.4.2.2	14 11	25
Fig 6	1.1.1.4 9.8.3.2	2 11	13
Fig 7	2.2.6.3	37	37
Figure K = 185			

pilot

A/C

CIVA FAI AEROBATICS COMMISSION	**Proposal "C"** **2013**	**FORM B**
Pilot ID #	**Unlimited Glider Known**	Flight #

wind/vent

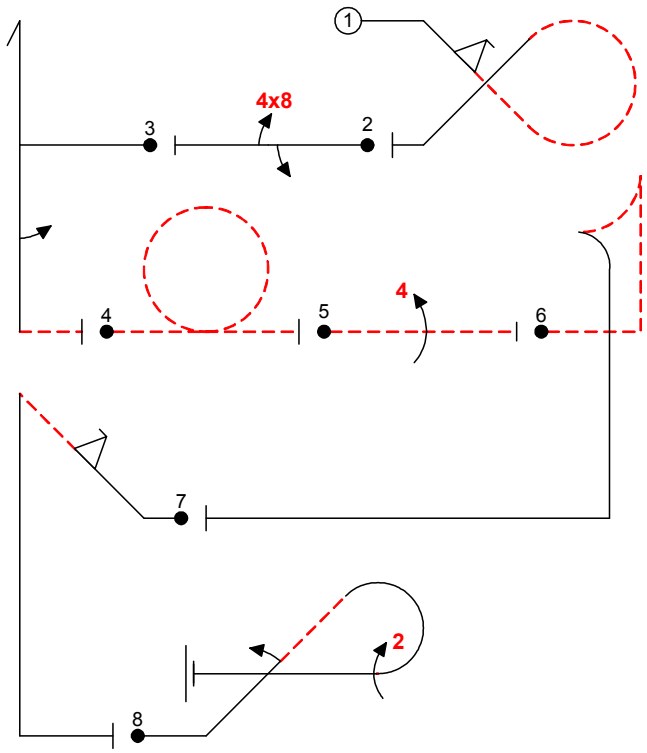


Fig 1	7.3.2.3 9.9.4.2	17 12	29
Fig 2	1.1.1.1 9.1.3.2 9.8.3.2	2 6 11	19
Fig 3	5.2.1.3 9.1.5.2	18 6	24
Fig 4	7.4.1.2	15	15
Fig 5	1.1.1.2 9.4.3.4	3 17	20
Fig 6	6.2.2.4	22	22
Fig 7	1.2.3.1 9.9.2.2	12 15	27
Fig 8	8.5.2.1 9.1.2.2 9.2.3.4	10 9 14	33
Total K = 189			

pilot

A/C