

# FAI CIACA OFFICIAL AIRCRAFT JUDGING STANDARD

## **0 – Introduction**

The CIACA Sport Commission Judging Committee compiles the CIACA Official Aircraft Judging Standards.

Those Official Judging Standards are the basis of judging at CIACA events, National Championship and International Championships and provide judges and the competitors in each class the rules and criteria, which are used in evaluating the aircraft.

The purpose of the CIACA Official Aircraft Judging Standards is to provide uniformity and continuity of judging standards to all concerned especially the judges, fly-in directors, and participants of all major events around the world.

These CIACA Official Aircraft Judging Standards are continuously monitored and updated to reflect changes as they evolve in all these fields. CIACA delegates are encouraged to submit their comments and recommendations per the procedures outlined in the CIACA Judging Policy.

## **1 – General**

The competition is opened to individual having built or restored the aircraft he intends to present to the judging.

The candidate to participate to the context shall

- be a member of the National Association representing officially the Amateur built or the vintage aircraft movement in his country
- recognize having the knowledge of the competition rules and practices

In the case of an International event, the candidates are nominated by their National Association.

The Championship Title will be awarded to the best scored aircraft in its category by the judges in accordance with the criteria defined in Chapter 3.6 of those standards.

To be eligible, the aircraft shall

- bear a valid certificate of airworthiness or permit to fly and
- shall have been flown to the context.

## **2 – Objectives**

- To promote the Amateur built aircraft
- To promote the aircraft restoration
- To promote the innovation

# FAI CIACA OFFICIAL AIRCRAFT JUDGING STANDARD

## 3 – Organisation

### 3-1 Chief Judge

The CIACA Sport Commission Judging Committee nominates the Chief judge following proposals of CIACA delegates.

The Chief Judge is responsible of the judging operations of the CIACA contest or Championship. He ensures the smooth running of the competition and safety. He is authorized to impose penalties to candidate or to recommend his disqualification to the judges, in case of non-conformance to the rules or misbehaviour. He chairs the judges meetings.

### 3.2 Judge Nomination

The Judges are selected by the Chief Judge and approved by the CIACA Sport Commission Judging Committee. To simplify the selection, the CIACA Sport Commission Judging Committee will maintain a list of accredited judges.

### 3.3 Judge Eligibility

Each CIACA delegate will propose candidates to the CIACA Sport Commission Judging Committee.

To be eligible as a judge, the candidate must

- possess a sound background and knowledge of aircraft construction techniques, workmanship requirements, safety requirements, and should possess a sound background in amateur built aircraft construction.
- The following qualifications may be utilized to determine if an individual meets the requirements above:
  1. Aircraft and Powerplant Mechanic License
  2. Aircraft Inspector License
  3. Experience gained by construction of Homebuilt aircraft
  4. Experience gained by significant work in metal, wood and composite construction and restoration of aircraft.

### 3.4 Judging Operations

A meeting of the Competition Judges will be convened in a planning session at 9:00 AM or other designated time as appropriate each day of the competition to discuss operating practices, provide instructions, review ratings, and to vote on the awards.

Judging activities will commence immediately following the daily planning meeting.

Judging will start no later than the morning of the second full day of the competition and continue until approximately noon of the day of the awards are to be presented. At that time the final decisions are made so as to provide time to have the appropriate trophies prepared.

Each judge will be provided with an identifying badge, which should be displayed while acting in a judging capacity

Judges will operate in teams of two whenever possible.

# FAI CIACA

## OFFICIAL AIRCRAFT JUDGING STANDARD

Judges will use the Forms A as described in the Judging Practices section of this handbook. In the event electronic judging is utilized, the pre-programmed portable computers and software will be employed for judging.

Rating forms shall be turned in by 4:00 PM or as directed by the Chief Judge <sup>[1]</sup><sub>(SEP)</sub> each day.

To be eligible for an award an aircraft must be judged by all the judges

Aircraft selected for consideration for awards shall be determined by averaging <sup>[1]</sup><sub>(SEP)</sub> all the judges' individual scores for that aircraft.

Final awards shall be determined by majority vote of the judges. The Chief Judge will vote only to break a tie. In general the judging scores will determine the awards, with the exception that the judges will have the option of final discretion in special circumstances.

The decisions of the judges are final.

In all categories, there will be no tied score. The chief judge has the ability to cast a tie-breaking vote. This is the only vote the chief judge has in the scoring.

### 3.5 Aircraft to be judged

#### 3.5.1 Registration

Each candidate will have to fill a pre-registration form as defined in appendix prior to come to the competition. That form will be available either on the organizer website or on the CIACA website when International competitions. In all cases the form needs to be returned to the National Association three months in advance of the competition.

#### 3.5.2 Aircraft Category

The CIACA Judging Standard covers different categories of aircraft. In each category, sub-category are defined

##### 3.5.2.1 Homebuilt Category

Homebuilt aircraft will be divided into two sub-categories: Plans-built and Kit Built.

#### **Plans-built**

Aircraft that are constructed without the aid of purchased major subassemblies, or aircraft of original design will be considered Plans-built. The intent is for the builder to have learned a variety of skills and to have constructed the aircraft from scratch.

#### **Kit Built**

Aircraft built from kits list approved by National Authorities. For the purpose of the competitions will ordinarily be placed in the Kit Built Category. If a builder of what would ordinarily be considered to be a Kit Built plane has in fact scratch built it from the plans, he may elect to have it considered a Plans-built aircraft.

The aircraft will be judged for quality of workmanship, originality of design or design innovation, quality of finish and unique safety provisions

# FAI CIACA

## OFFICIAL AIRCRAFT JUDGING STANDARD

For the purpose of the judging competitions, the CIACA Sport Commission Judging Committee will keep an up to date list of Plans built aircraft eligible.

For the interest of the competition, the organizer may decide to split each of the sub category above in wood , metal , composite aircraft , replica, ...

### 3.5.2 Restored Aircraft

Restored aircraft will be divided into two sub-categories: Homebuilt and industrially built aircraft.

Aircraft 25 years old or more on the day of the competition and restored by the owner (also the candidate) are eligible to be judged. The Aircraft will be judged for workmanship and authenticity.

Major modifications such as changing wing configuration or engine from a radial to horizontally opposed will disqualify the aircraft from judging under this category. The aircraft should be in its basic original configuration. Changes to maintain the operational capability are allowed such as radio upgrades and engine modifications.

### 3.6 Judging criteria and practices

Each candidate shall be present near its aircraft during the judging to:

- show its construction / restoration technics (documentation including photos should be available)
- give access to the aircraft to the judges
- answer questions from the judges

Each aircraft shall be judged on all features that are visible. Judges may request the owner to open the cockpit, engine cowl or other access panels to view internal appointments of structure. Refusal by the candidate to do so will leave the judges to their own discretion regarding these areas, and may result in point deductions.

Each judge may develop his/her own technique for judging. The technique of judging is of small consequence so long as the objectives of the judging program are met.

An aircraft, which is obviously not cared for, should be downgraded. Aircraft are intended to fly and allowances will be made for discoloration and the inevitable minor traces of flight. An airplane need not be absolutely new in order to compete.

Rating forms are provided for use in judging. These forms may be provided in hard copy forms or in electronic form using hand-held portable computers. (see appendixes)

**Judging Criteria**<sup>[SEP]</sup> The ratings given by the respective judges in completing the Forms will depend upon their judgment of the factors as they apply to the appropriate areas.

Plans Built and Kit Built aircraft

- 1- Safety provisions and safety of flight items (seat belts, shoulder harness including placement, roll over structures, fire control systems, redundant systems, etc.).

# FAI CIACA

## OFFICIAL AIRCRAFT JUDGING STANDARD

- 2- Use of standard aircraft mechanical practice.
- 3- Quality of workmanship.
- 4- Innovation and improvements.
- 5- Evidence of aforethought and planning.
- 6- Neatness and consistency.
- 7- Utilization and placement of instruments and controls.
- 8- Ease of access for maintenance and preflight.
- 9- Fit and finish.
- 10- Presentation including documentation of the building process.

### Restored aircraft

- 1- Quality of workmanship, sound rework practice, state of art, fairings neatness, consistency
- 2- Use of standard aircraft mechanical practice
- 3- Neatness and consistency
- 4- safety provisions
- 5- Consistency and attention to detail
- 6- Authenticity : Painting and markings, cockpit instruments , seats, original engine and prop, attention to detail

Judges are encouraged to place comments in the "remarks" section of the judging form for any unique or special items noted during judging which are deemed important to the understanding of his rating. These remarks will be available in the judges meetings for the purpose of remembering and pointing out specific items that may have a bearing on the overall scoring.

### 3.7 Awards

A champion will be declared per Category, Homebuilt and Restored aircraft. In total three medals will be awarded per category.

In addition three medals will be awarded in each sub-category.