AGENDA ITEM 8.1

REPORT OF THE JURY PRESIDENT

17th European Aerobatic Championships

2-12 September 2010
Touzim, Czech Republic

Mike Heuer

Introduction

The 17th European Aerobatic Championships (EAC) was held at the Touzim airfield in the Czech Republic on 2-12 September 2010. The competition was organized by the Touzim Aero Club under the auspices of the Aero Club of the Czech Republic. Contest Director was Tomas Korinek and Chief Judge was Nick Buckenham (GBR).

48 pilots from 12 countries competed in the event. Of these 48, five were flying "hors concours". The independent pilots were from Spain and the USA and did not represent their countries in this event. Detailed results can be found at the following website:

www.civa-results.com

In addition to results, links are provided at this website to download the contest software in use at WAC (the ACRO program) and the contest data file.

The European Aerobatic Champion was **Renaud Ecalle** of France (shown left). Renaud flew an Extra 330SC (F-TGCI) to victory. Unfortunately, Renaud lost his life in an aircraft accident with his family on Sunday, the 3rd of October in France. This was a terrible tragedy that deeply affects everyone in the international aerobatic community.

European Women's Aerobatic Champion is **Elena Klimovich** of Russia.

These two victories followed on Renaud's and Elena's wins in Silverstone last year.

Team Champions were **(1) Russia, (2) France,** and **(3) Great Britain.**

The International Jury

The International Jury oversees the operation of the board of judges, the flight line, the meteorological observations, the computer scoring, and Line Judges (when in use). In other words, the Jury's work is principally concentrated on the operational areas of the competition itself. In addition, we hear complaints and protests, act on technical problems with competition aircraft, supervise briefings and drawings of lots, control the Unknown programmes, and hold meetings with the organisers as necessary. It is work which requires detailed knowledge of the wording and intent of the regulations.

Our Jury this year was comprised of LG Arvidsson (SWE) and Graham Hill (GBR). I would like to thank each of them for their time and efforts. Each contributed and spent long hours at the airport and were willing to do anything necessary to properly carry out their duties.

Arrival

On my arrival in Prague from the USA, I was met by Jaroslav Blazej, President of the Aero Club of Touzim, who drove me to Touzim airfield. On my arrival at Touzim, I was greeted at the airfield by several of the local people as well as Tom Korinek with a loaf of bread and salt – a traditional Czech welcome. It was a nice start to the Championships for me.

Contest Operations & Facilities

The facilities for the Championships were excellent. Though it is a small airfield, the organizers had temporary hangars for the aircraft erected, very nice team tents, a tent that served as a lunch/dinner facility and for the briefings. Many of the participants took advantage of the aero club's nice bar and seating area as well. Overall, the airfield worked very well as the site for the Championships and the local people had also just finished a new building (in ten months time) which housed the contest office, scoring office, and Jury rooms. It was perfect for the task.

The Scoring Office was run by Jürgen Leukefeld and Silvia Thole. As always, they did an excellent job of not only the input of scores from the judging line into ACRO but also handling all of the contest paperwork for the judging line.

Wind observations were made by balloon ascent. This was handled by David Kaftan who has been on hand at many other Championships and who provides unfailing, reliable service. Briefings were held in a very large temporary building which was also used for lunch.

WiFi coverage was available throughout the contest site and it seemed that most everyone came equipped with a laptop. With the Scoring Office uploading results to www.civa-results.com regularly, everyone had easy access to the results.

With the contest office as a focal point, communications were very good. The organizers also provided mobile phones for key personnel and SMS messages were used to post important information.

Technical Issues

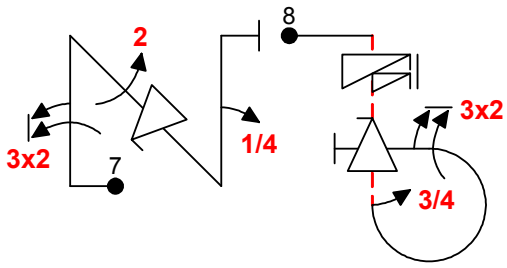
There were no technical issues of any consequence during the Championships that required the attention of the International Jury.

Two incidents did occur on landings which were a result of landing outside of the designated grass runway. Both CAP aircraft involved sustained substantial damage. Though there was some discussion about the wisdom of having competitions on grass airfields and there were areas of very soft ground due to heavy rainfall, the runway itself was safe and there is little reason not to have Championships on airfields like Touzim. In fact, the atmosphere of this airfield – with its grass runway – evoked memories of the kinds of "grass roots" aviation activities many of us come from. It was a very pleasant place to be.

Protests

During his Free Programme, Hungarian pilot Tamas Illes received Hard Zeros from 3 of the 7 Judges on figures 7 and 8. 4 Judges scored the figures in marks ranging from 6.5 to 8.0. The Chief Judge gave the figures a CHZ resulting in HZ's for the figures. This was subsequently protested by the pilot.

The dispute arose from the way the figures were drawn on Form B (the form held by the judges for marking purposes). As can be seen in the accompanying illustration, figure 7 should have resulted in a cross-box exit and figure 8 a cross-box entry. The drawings were not correct. However, a majority of the Judges were able to follow the figures and those who marked them made no remarks on their sheets. Two of the Judges who gave HZ's had awarded non-zero marks at first and then later changed the marks on their forms to HZ.



In the view of the International Jury, rule 7.2.5 should have been invoked. This rule is a fairly new one, after similar "paperwork" problems have arisen in the past and it leaves it to the International Jury to sort out problems like these.

The Jury found in favor of the pilot and removed the CHZ's from the scoresheet in ACRO. In addition, the Judges who had given HZ's were concerned about their RI's but rule 7.2.5 makes provision for this as well and the HZ's were changed to "AV" which results in the Judges not being heavily penalized in their RI's. In fact, the RI numbers were about half of what they would have been without the "AV" marks.

The pilot was counseled on being more careful with his paperwork. The error was not discovered in checking by the organizers but ultimately, it is always the pilot's responsibility to be sure his or her forms are correct. Since the majority of the Judges were able to follow the sequence and understood what was intended, the Jury gave the benefit of the doubt to the

pilot.

There were no other protests.

Unknowns

The new rule of flying the Free Unknown first (Programme 2) worked very well. A total of 8 Unknown sequences were submitted to the International Jury and pilots then selected the sequence they wished to fly. In the end, pilots only selected sequences "D" and "G". These are attached to this report for reference.

Programme 3 was never flown due to weather delays and shortage of time. The sequence that would have been used is attached to this report. It should be noted that since H/C pilots were not allowed to submit Unknown figures, two of the figures had to be selected by the International Jury. This is not an easy task for the Jury, as their figures must be "competitive" and not simply linking figures. The rules specify that they be of a K value be an aggregate of the other figures selected. Our selections were not popular but that said, had these same figures been selected by a Team, there would have been no basis for complaint as they were legal figures.

Programme 4

Due to the landing incident on the airfield on the last day, Programme 4 was canceled.

There were considerable problems regarding the list of pilots who were to fly the Programme due to lack of coordination within the Teams. There were changes made up to the last day. The rules require that NAC's provide a list of pilots who will fly Programme 4 "at the time of registration." We did not observe this rule in Touzim but will in the future.

Scoring and Judging Analysis

The CIVA-approved ACRO scoring program was in use. Since Nick Buckenham was also on hand as Chief Judge, he was available to deal with any issues or problems. Nick has provided his own report on ACRO (see Agenda item 13.2). There were no issues of any consequence with the Scoring Office and the contest was never delayed unexpectedly because of computer problems. Since Orders of Flight are determined on rank order from previous flight programme(s), delays between programmes should be anticipated and planned for. The Chief Judge and Scoring Office did everything possible to minimize these delays and the transition from one flight programme to the next was very rapid. My thanks go to Jürgen Leukefeld and Silvia Thole for their very efficient work.

Judging analysis reports were produced and printed by the International Jury and provided the Chief Judge throughout the event. Individual judge analysis reports were given to Judges after the completion of Programmes Q, 1, and 2.

These reports are contained in a separate Agenda package.

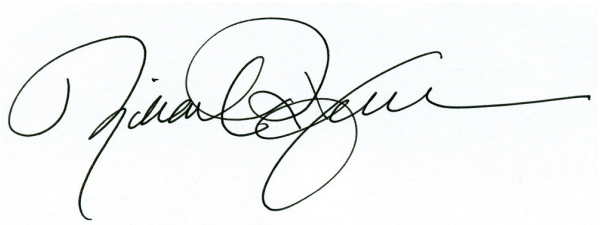
The 60% Rule

Section 6, 1.3.1.1.(c) requires the Jury to disqualify any pilot who achieves less than 60% of the total possible score in Programmes Q and 1 (combined). Subsequent to this cut being announced, the Swiss Team requested that Gabi Schifferle be allowed to fly. She had fallen below the 60%. The Chief Judge reported there was no safety problem with Ms. Schifferle but since this would require a waiver of the rules, the Team Managers were consulted and asked for their agreement. This agreement was given and she subsequently flew the programme.

Conclusions

A number of small problems were uncovered in Section 6 and I have attached some proposals to this report to remedy them. While they are submitted as "urgent", most of them are not safety-related and can be handled during the normal rules cycle. Those requiring plenary action are indicated by yellow highlighting.

This competition was one of the most enjoyable for me in my years of serving on the International Jury. The contest site was friendly and pleasant, the organizers a pleasure to work with, and it would be difficult to find a better Contest Director than Tom Korinek. He is always positive and has a wonderful attitude and talent for getting things done. I am very thankful to the Aero Club of Touzim, the Aero Club of the Czech Republic, and everyone involved for putting these Championships together in a very short time – it was just a dream when we all met in Oshkosh in October 2009 and it became a very successful reality.



Collierville, Tennessee
USA
21 October 2010

EAC	2010	FORM B
Pilot ID #	Free Unknown 'D' (Programme 2)	Flight #

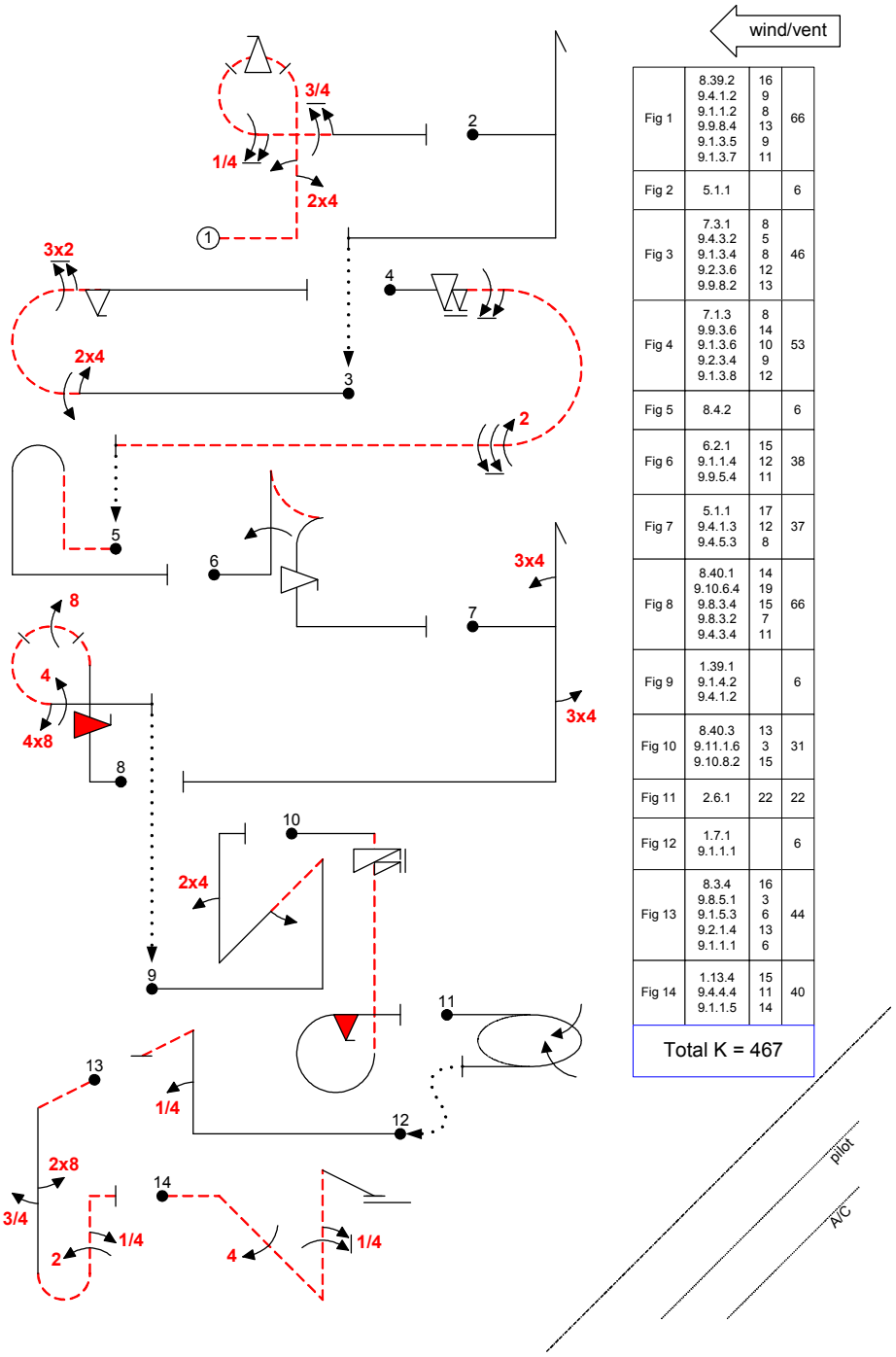


Fig 1	8.39.2 9.4.1.2 9.1.1.2 9.9.8.4 9.1.3.5 9.1.3.7	16 9 8 13 9 11	66
Fig 2	5.1.1		6
Fig 3	7.3.1 9.4.3.2 9.1.3.4 9.2.3.6 9.9.8.2	8 5 8 12 13	46
Fig 4	7.1.3 9.9.3.6 9.1.3.6 9.2.3.4 9.1.3.8	8 14 10 9 12	53
Fig 5	8.4.2		6
Fig 6	6.2.1 9.1.1.4 9.9.5.4	15 12 11	38
Fig 7	5.1.1 9.4.1.3 9.4.5.3	17 12 8	37
Fig 8	8.40.1 9.10.6.4 9.8.3.4 9.8.3.2 9.4.3.4	14 19 15 7 11	66
Fig 9	1.39.1 9.1.4.2 9.4.1.2		6
Fig 10	8.40.3 9.11.1.6 9.10.8.2	13 3 15	31
Fig 11	2.6.1	22	22
Fig 12	1.7.1 9.1.1.1		6
Fig 13	8.3.4 9.8.5.1 9.1.5.3 9.2.1.4 9.1.1.1	16 3 6 13 6	44
Fig 14	1.13.4 9.4.4.4 9.1.1.5	15 11 14	40
Total K = 467			

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EAC	2010	FORM B
Pilot ID #	Free Unknown 'G' (Programme 2)	Flight #

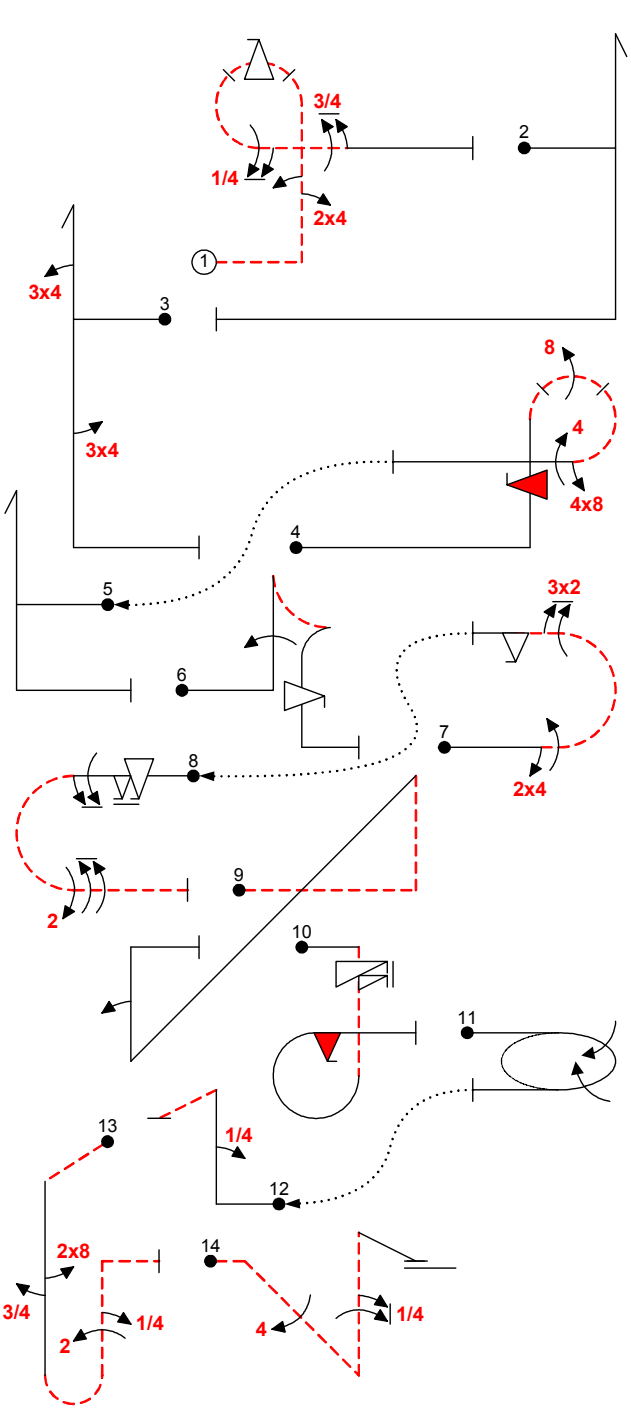

Fig 1	8.39.2 9.4.1.2 9.1.1.2 9.9.8.4 9.1.3.5 9.1.3.7	16 9 8 13 9 11	66
Fig 2	5.1.1		6
Fig 3	5.1.1 9.4.1.3 9.4.5.3	17 12 8	37
Fig 4	8.40.1 9.10.6.4 9.8.3.4 9.8.3.2 9.4.3.4	14 19 15 7 11	66
Fig 5	5.1.1		6
Fig 6	6.2.1 9.1.1.4 9.9.5.4	15 12 11	38
Fig 7	7.3.1 9.4.3.2 9.1.3.4 9.2.3.6 9.9.8.2	8 5 8 12 13	46
Fig 8	7.1.3 9.9.3.6 9.1.3.6 9.2.3.4 9.1.3.8	8 14 10 9 12	53
Fig 9	1.37.2 9.1.1.2		6
Fig 10	8.40.3 9.11.1.6 9.10.8.2	13 3 15	31
Fig 11	2.6.1	22	22
Fig 12	1.7.1 9.1.1.1		6
Fig 13	8.3.4 9.8.5.1 9.1.5.3 9.2.1.4 9.1.1.1	16 3 6 13 6	44
Fig 14	1.13.4 9.4.4.4 9.1.1.5	15 11 14	40
Total K = 467			

pilot

A/C

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Not flown

EAC	2010	FORM B
Pilot ID #	Unlimited Programme 3 (Unknown)	Flight #

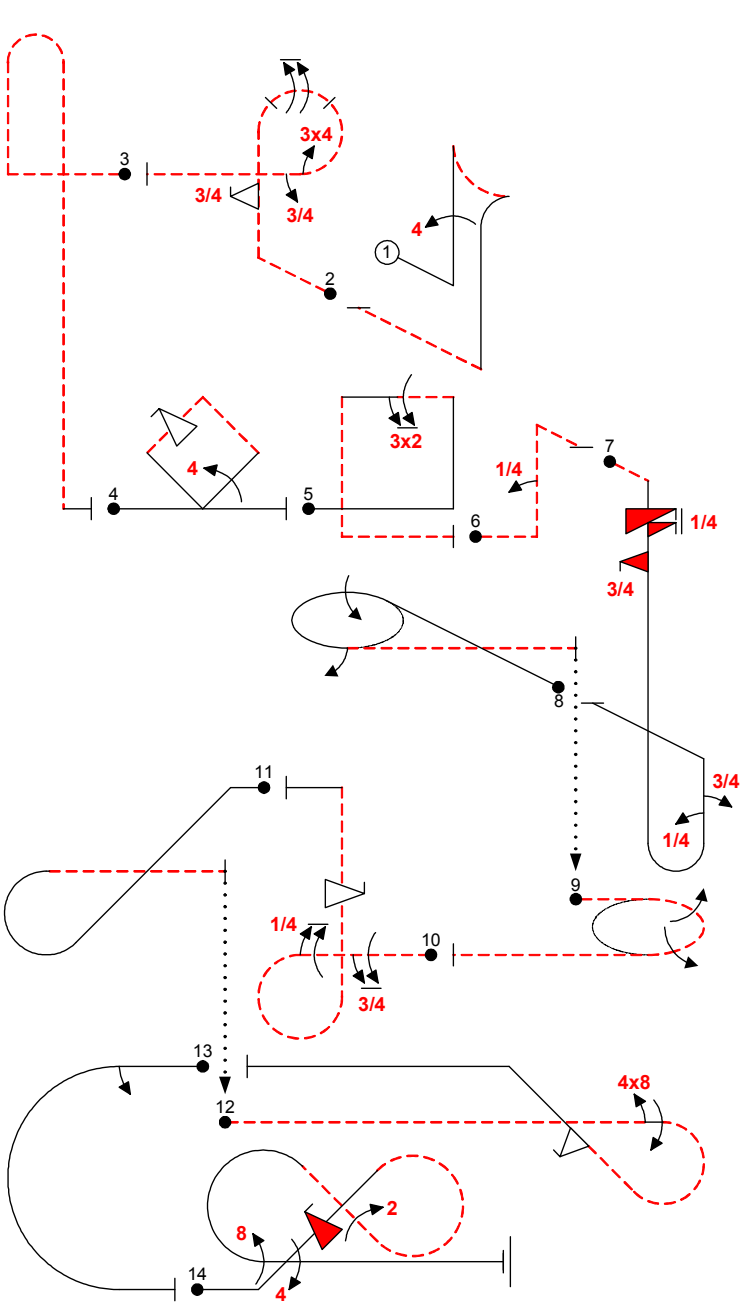
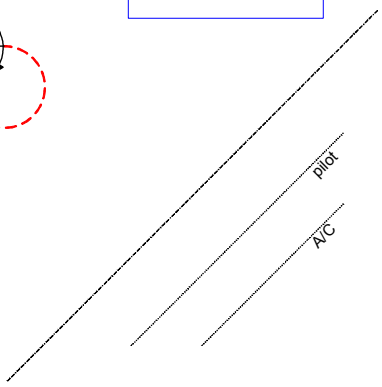


Fig 1	6.2.3 9.4.1.4	16 15	31
Fig 2	8.33.2 9.9.6.3 9.1.3.8 9.4.3.3 9.1.3.3	16 17 12 8 6	59
Fig 3	8.2.2	17	17
Fig 4	7.9.1 9.4.2.4 9.9.9.4	15 13 13	41
Fig 5	7.8.1 9.2.3.6	17 12	29
Fig 6	1.6.2 9.1.1.1	11 6	17
Fig 7	8.2.4 9.12.1.5 9.10.5.3 9.1.1.1 9.1.1.3	14 6 13 6 10	49
Fig 8	2.20.1	37	37
Fig 9	2.6.4	25	25
Fig 10	8.51.4 9.1.3.7 9.1.3.5 9.9.6.4	16 11 9 17	53
Fig 11	8.31.3	10	10
Fig 12	8.48.4 9.8.3.2 9.1.3.4 9.9.7.2	14 7 8 15	44
Fig 13	7.3.3 9.1.3.2	6 4	10
Fig 14	7.27.1 9.10.7.4 9.2.2.4 9.8.3.4 9.4.3.4	20 17 11 15 11	74
Total K = 496			



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Overall Combined Results and Final Standings (Men & Women)
17th FAI European Aerobatic Championshiops - Touzim Czech Republic, 02. - 12.Sep.2010

Rank	Nat	M/F	Pilot	Status	Aeroplane	Reg'n	Q	Free	Free Unk	Totals	O/all %
1	FRA	M	Renaud Ecalle		Extra 330SC	F-TGCI	[2978.3020]	3937.3274	4295.2190	8232.5464	81.7532
2	RUS	M	Mikhail Mamistov		Sukhoi 26M3	RF-00631	[2629.8911]	3887.4805	4268.1211	8155.6016	80.9891
3	RUS	M	Alexander Krotov		Sukhoi 26M3	RF-00665	[2885.9584]	3848.2874	4255.8414	8104.1288	80.4779
4	RUS	F	Elena Klimovich		Sukhoi 26M3	RF-00631	[2935.1051]	3854.5834	4247.5928	8102.1762	80.4586
5	RUS	M	Oleg Shpolyanskiy		Sukhoi 26M3	RF-00665	[2964.8583]	3873.4326	4206.2006	8079.6332	80.2347
6	FRA	M	Olivier Masurel		CAP 232	F-HERA	[2811.7154]	3821.1266	4163.4106	7984.5372	79.2903
7	RUS	M	Victor Chmal		Sukhoi 26M3	RF-01059	[2498.9659]	3718.8268	4235.0774	7953.9042	78.9861
	EXP	M	Castor Fantoba	H/C	Sukhoi 26M	EC-HPD	[2793.3488]	3783.3064	4144.3252	7927.6316	78.7252
8	GER	M	Philipp Steinbach		Sbach XP-30	D-ESXA	[2824.8227]	3800.5850	4042.3446	7842.9296	77.8841
	USA	M	Michael M. Racy	H/C	Sukhoi 26M3	RF-00665	[2804.6354]	3712.5787	4095.7899	7808.3686	77.5409
9	FRA	M	Mikael Brageot		Sbach 300	D-ERXA	[2792.6126]	3724.3950	4063.7998	7788.1948	77.3406
10	RUS	M	Alexander Grevtsev		Sukhoi 26M3	RF-01059	[2822.5972]	3741.5630	3984.1255	7725.6885	76.7198
11	FRA	M	Pierre Varloteaux		Extra 300SC	F-TGJC	[2784.3225]	3827.0175	3888.4686	7715.4861	76.6185
	EXP	M	Juan Velarde	H/C	Sukhoi 26M	EC-HYU	[2615.0248]	3622.4266	4047.2811	7669.7077	76.1639
12	GBR	M	Nick Onn		Sukhoi 26M	EC-HPD	[2749.7136]	3754.7871	3895.9850	7650.7721	75.9759
13	GBR	M	Gerald Cooper		CAP 232	G-OGBR	[2756.2037]	3727.5188	3919.5158	7647.0346	75.9388
	USA	M	Jeff Boerboon	H/C	Extra 330SC	OK-WKL	[2688.0293]	3502.6158	4048.0174	7550.6332	74.9815
14	FRA	F	Kathel Boulanger		Sbach 300	D-ERXA	[2747.0548]	3665.8442	3813.8813	7479.7255	74.2773
15	RUS	M	Anatoly Belov		Sukhoi 26M3	RF-00631	[2747.1261]	3691.1838	3782.6929	7473.8767	74.2192
16	FRA	M	Alexander Leboulanger		CAP 232	F-HERA	[2693.4620]	3464.6185	3927.7986	7392.4171	73.4103
17	HUN	M	Tamas Illes		Edge 540T	N540TA	[2642.9663]	3501.4192	3813.6206	7315.0398	72.6419
	EXP	M	Anselmo Gamez	H/C	Sukhoi 26M	EC-HYU	[2620.0507]	3609.7884	3703.5577	7313.3461	72.6251
18	RUS	F	Svetlana Kapanina		Sukhoi 26M3	RF-01059	[2957.9585]	3910.1146	3321.0574	7231.1720	71.8091
19	FRA	F	Aude Lemordant		CAP 232	F-HERA	[2645.5880]	3619.0338	3596.3789	7215.4127	71.6526

20	GBR	M	Tom Cassells	CAP 232	G-IITC	[2818.1681]	3223.3696	3906.6151	7129.9847	70.8042
21	CZE	M	Martin Sonka	Sukhoi 31M	OK-HXB	[2745.1853]	3638.8934	3481.2550	7120.1484	70.7065
22	CZE	M	Petr Kopfstein	Extra 330SC	OK-KOP	[2728.8923]	3645.4496	3331.0101	6976.4597	69.2796
23	GER	M	Martin Albrecht	Extra 330SC	D-EXMT	[2580.6892]	3520.5334	3450.8308	6971.3642	69.2290
24	ISR	M	Michael Golan	CAP 232	N862DM	[2524.6821]	3390.0619	3562.1514	6952.2133	69.0389
25	CZE	M	Miroslav Cervenka	Sukhoi 31M	OK-HXC	[2372.8426]	3519.5893	3419.2942	6938.8835	68.9065
26	CZE	M	Jan Adamec	Sukhoi 31M	OK-HXB	[2554.5905]	3269.3992	3525.7982	6795.1974	67.4796
27	GER	M	Alexander Stegner	Xtreme 3000	D-ETOJ	[2482.5760]	3400.7963	3339.3640	6740.1603	66.9331
28	SUI	M	Pierre Marmy	Sukhoi 26	HB-MSO	[2673.0639]	3457.5169	3245.4971	6703.0140	66.5642
29	FRA	M	Francois Rallet	Extra 330SC	F-TGCI	[2683.3366]	3568.6474	3111.0549	6679.7023	66.3327
30	GER	M	Heinrich Sauels	Extra 300SC	D-EXHH	[2245.8952]	3371.4866	3303.5585	6675.0451	66.2864
31	CZE	M	Jan Rozlivka	Sukhoi 31M	OK-HXC	[2539.0882]	3291.7424	3354.4643	6646.2067	66.0001
32	SUI	M	Jerome Cusin	Extra 330SC	HB-MTM	[2232.4550]	3438.2438	3197.1218	6635.3656	65.8924
33	GER	M	Klaus Lenhart	Extra 330SC	OK-WKL	[2361.0038]	3097.4339	3453.8095	6551.2434	65.0570
34	GER	M	Ulrich Pade	Sbach 300	D-EPXA	[2594.7626]	3524.3902	2976.7903	6501.1805	64.5599
35	GER	F	Heike Sauels	Extra 330SC	D-EXHH	[2599.6714]	3177.9651	3310.2192	6488.1843	64.4308
36	CZE	M	Martin Vecko	Sukhoi 31M	OK-HXB	[2501.6747]	3113.0732	2730.3611	5843.4343	58.0281
37	CZE	M	Marek Hyka	Extra 330LC	OK-ELC	[2710.2217]	3000.8689	2791.4968	5792.3657	57.5210
38	SUI	M	Hanspeter Rohner	CAP 232	F-GXCP	[2425.1457]	3294.7934	2351.0115	5645.8049	56.0656
39	SUI	F	Gaby Schifferle	Extra 300S	N600YS	[1916.9045]	2753.9391	2731.3771	5485.3162	54.4719
40	ITA	M	Vittorio Primultini	Extra 300	D-EPOI	[1760.2177]	2752.5939		2752.5939	27.3346
41	ITA	M	Andrea Fossi	CAP 231	F-GGYQ	[1753.1463]	2500.1208		2500.1208	24.8274
42	LUX	M	Jean-Pierre Fallis	Extra 330 SC/E	D-EXMD	[1993.0328]	2088.8767		2088.8767	20.7436
43	ITA	M	Gianfranco Cilliario	CAP 231	F-GGYZ	[1557.5201]	1865.3449		1865.3449	18.5238

Team Results
17th FAI European Aerobatic Championships - Touzim Czech Republic, 02. - 12.Sep.2010

	1			Russia	A/c Type	A/c Reg'n	Free	Free Unk	Totals	O/all %
RUS		M	Mikhail Mamistov	UNL	Sukhoi 26M3	RF-00631	3887.4805	4268.1211	8155.6016	80.9891
RUS		M	Alexander Krotov	UNL	Sukhoi 26M3	RF-00665	3848.2874	4255.8414	8104.1288	80.4779
RUS		F	Elena Klimovich	UNL	Sukhoi 26M3	RF-00631	3854.5834	4247.5928	8102.1762	80.4586
									24361.9066	80.6419
	2			France						
FRA		M	Renaud Ecalle	UNL	Extra 330SC	F-TGCI	3937.3274	4295.2190	8232.5464	81.7532
FRA		M	Olivier Masurel	UNL	CAP 232	F-HERA	3821.1266	4163.4106	7984.5372	79.2903
FRA		M	Mikael Brageot	UNL	Sbach 300	D-ERXA	3724.3950	4063.7998	7788.1948	77.3406
									24005.2784	79.4614
	3			Great Britain						
GBR		M	Nick Onn	UNL	Sukhoi 26M	EC-HPD	3754.7871	3895.9850	7650.7721	75.9759
GBR		M	Gerald Cooper	UNL	CAP 232	G-OGBR	3727.5188	3919.5158	7647.0346	75.9388
GBR		M	Tom Cassells	UNL	CAP 232	G-IITC	3223.3696	3906.6151	7129.9847	70.8042
									22427.7914	74.2396
	4			Germany						
GER		M	Philipp Steinbach	UNL	Sbach XP-30	D-ESXA	3800.5850	4042.3446	7842.9296	77.8841
GER		M	Martin Albrecht	UNL	Extra 330SC	D-EXMT	3520.5334	3450.8308	6971.3642	69.2290
GER		M	Alexander Stegner	UNL	Xtreme 3000	D-ETOJ	3400.7963	3339.3640	6740.1603	66.9331
									21554.4541	71.3487
	5			Czech Republic						

CZE	M	Martin Sonka	UNL	Sukhoi 31M	OK-HXB	3638.8934	3481.2550	7120.1484	70.7065
CZE	M	Petr Kopfstein	UNL	Extra 330SC	OK-KOP	3645.4496	3331.0101	6976.4597	69.2796
CZE	M	Miroslav Cervenka	UNL	Sukhoi 31M	OK-HXC	3519.5893	3419.2942	6938.8835	68.9065
								21035.4916	69.6309
	6		Switzerland						
SUI	M	Pierre Marmy	UNL	Sukhoi 26	HB-MSO	3457.5169	3245.4971	6703.0140	66.5642
SUI	M	Jerome Cusin	UNL	Extra 330SC	HB-MTM	3438.2438	3197.1218	6635.3656	65.8924
SUI	M	Hanspeter Rohner	UNL	CAP 232	F-GXCP	3294.7934	2351.0115	5645.8049	56.0656
								18984.1845	62.8407
	7		Italy						
ITA	M	Vittorio Primultini	UNL	Extra 300	D-EPOI	2752.5939		2752.5939	27.3346
ITA	M	Andrea Fossi	UNL	CAP 231	F-GGYQ	2500.1208		2500.1208	24.8274
ITA	M	Gianfranco Cilliario	UNL	CAP 231	F-GGYZ	1865.3449		1865.3449	18.5238
								7118.0596	23.5619

URGENT PROPOSALS FROM THE EAC 2010 INTERNATIONAL JURY

Rule	Subject	Changes
1.2.4.1. (a) (iii)	Team size reduction	This rule allows the number of pilots to constitute a Team to be reduced to 2 in the event there are fewer than 3 Teams with 3 or more male or female pilots. Since Team Medals cannot be presented with less than 3 Teams present, this rule does not make sense.
1.2.4.1.(a) (vi)	Qualifications for Programme 4	This section states that the "qualifications" of pilots to fly in Programme 4 is subject to review by the Jury. Paragraph (v) states pilots must have won a medal in an FAI First Category event in the previous five years. Perhaps some additional text is needed here.
1.2.4.2.	Composition of teams	This rule states that "composition of teams" will be fixed by the organizer. This rule is obsolete and should be deleted.
1.2.7.4.	Recall of Pilots	Additional text should be added to this section to make it clear that the Chief Judge has the authority to immediately recall a pilot for safety reasons. The radio phraseology "Land, Land, Land" should be added to 4.2.1.8.
4.3.4.3.	Jury Selection of Unknown Figures	The Jury would be quite happy to be relieved of the responsibility of selecting Unknown figures and would recommend options be discussed at the next Rules Sub-Committee meeting.
4.3.4.6.	Free Unknown Sequences	Text should be added requiring that the sequences be submitted in digital format (Aresti or Olan).
4.2.1.2. & 4.2.1.6.	Radios	Eliminate requirement to seal radios on Safety Frequency as this is obsolete and does not permit use of radio on two frequencies for ATC and Safety.
4.2.6.1.(e)	Pyrotechnics	Delete this paragraph as pyrotechnics are no longer used with all competition aircraft now being equipped with radios.
4.5.1.2.	EAC Team Champions	" … or mixed gender …" should be added after "male".

Proposal referred to plenary.