

## AGENDA ITEM 15.5

### SAFETY AND EXPEDITED PROPOSALS

At the 2010 meeting of CIVA, the plenary agreed to the President's proposals to create new categories of rules proposals as follows:

- **Normal Proposals (NPs):** These are proposals submitted each year by Delegates in accordance with our normal rules process and deadlines (this year, 1 July 2012). They are to be considered by Sub-Committees and recommendations made to plenary. NPs are also proposals submitted after Championships that the President has decided should be placed in the normal rules cycle and considered by Sub-Committees.
- **Safety Proposals (SPs):** Proposals submitted which relate to safety problems and merit consideration by plenary at CIVA's next meeting.
- **Expedited Proposals (EPs):** Proposals submitted as a result of experiences at Championships and which merit discussion by plenary at CIVA's next meeting.

It is left to the CIVA President's discretion as to how a proposal is to be categorized and whether it will be considered by plenary or referred to Sub-Committee.

Deadline for submission of SPs and EPs was 1 October 2012. The proposals are as follows and come from contest officials and Delegates.

### SAFETY PROPOSALS

(Referred to Plenary)

#### SP # 1:

Source: Switzerland

Document: Section 6, Part 1

Subject: Selection of Programme Q

**Rationale:** Programme "Q" is a very important programme of every aerobatic competition and as such is being adequately practised by pilots prior to any competition. Paragraph 4.3.2.2. stipulates that "The programme must be such as to enable competitors to fly all figures safely in the aircraft available to them,...". It should be added that the programme should not be detrimental to the health of the pilots, given the fact that Programme "Q" is flown repeatedly by most pilots prior to competitions. Programme "Q" for 2012 has been



rated by many pilots as very hard with many negative figures followed by prolonged positive pulls. We therefore recommend that the Known/Q Analysis Working Group takes this into account when reviewing NAC Known/Q Proposals. CIVA should disregard Known/Q programmes proposed by NACs where the majority of reviewers consider a particular programme unsafe, very hard and potentially hazardous to the health of pilots.

*Rule change proposal:*

**4.3.2.2.** The programme must be such as to enable competitors to fly all figures safely and physically sustainable in the aircraft available to them, provided that the aircraft meet the requirements of normal technical standards. The figures will be selected from the Aresti System (Condensed).

<b>CIVA President's Note:</b> Referred to plenary.
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## **EXPEDITED PROPOSALS**

(Referred to Plenary)

### **EP #1:**

Source: Switzerland

Document: Section 6, Part 1

Subject: Team Composition for Unlimited World and Continental Aerobatic Championships

**Rationale:** Presently rule 1.2.4.1 stipulates a maximum of 10 competitors per country. Of these pilots, no more than 6 may be of the same gender. Some Unlimited championships have seen low participation numbers in recent years. It is therefore recommended lifting the limitation of pilots per country as well as gender number restrictions per country. Limitations can still be imposed according to the same article if the number exceeds 80 pilots. Female pilots need to be given priority in this case.

*Rule change proposals:*

#### **1.2.4.1.**

a) U

i) Every FAI member National Airsports Control (NAC) shall notify the organisers of a World Championship, not less than two months before it is due to start, of the number of competing pilots to be entered from their countries. The total number of pilots is not limited per country. The number of pilots of either gender is not limited per country. If the resulting total number exceeds eighty (80) competitors, the organisers shall have the right, without reference to CIVA, to reduce the maximum number of male pilots per country to nine (9) or eight (8), or less if required, and in this event shall at once notify NACs accordingly. NACs must also at this time indicate the number of pilots they wish to enter for Programme 4.

#### **1.2.4.2.**

a) U

For Continental Championships, there is no limit to the total number of competing pilots per country. The number of pilots of either gender is not limited. If the total number of competing pilots exceeds the total number of pilots set by the organising aero club, the organisers shall have the right, without reference to CIVA, to reduce the maximum number of male pilots per country accordingly, and in this event shall at once notify NACs of this decision.

**CIVA President's Note:** Referred to plenary.

**EP # 2:**

Source: Switzerland

Document: Section 6, Part 1

Subject: Provision of Fuel and Oil at World and Continental Aerobatic Championships

**Rationale:** Fuel and oil prices vary largely from competition site to competition site. In order to focus on the running of a great competition without the distraction of fuel and oil cost, we recommend to the organiser does not include fuel and oil cost in the entry fee. The organizer should on the other hand inform the NAC's early enough of fuel and oil prices during the competition.

*Rule change proposal:*

**4.1.4.1.** At Continental and World Championships fuel and oil will be provided by the organisers for functional test flights, training flights, warm-up flights, competition flights and departure flights. Cost of fuel and oil will be born by the pilots and will not be included in the entry fee, except for warm-up flights.

**CIVA President's Note:** Referred to plenary.

**EP # 3:**

Source: Switzerland

Document: Section 6, Part 1

Subject: Free Programme Checking

**Rationale:** In order to avoid any errors due to administrative issues, the organiser should arrange that forms A, B and C of Programme 1, the Free Programme, are signed by each competing pilot at time of registration. The organizer should also publish Forms B and C, to assure correctness of both forms.

*Rule change proposal:*

**4.3.3.8** Checking

addition of paragraph e)

- e) The organiser shall ensure that Forms A, B and C are signed by each competitor at time of registration.

**4.3.3.10.** The organisers will be responsible for reproducing a sufficient number of

competitors programmes to meet the requirements of the contest. One set of copies of Programme 1 (Form B and C only) to be provided to each Team (and each Judge, see 7.5.1.2.) prior to the start of the this programme.

**CIVA President's Note:** Referred to plenary.

**EP # 4:**

Source: Switzerland

Document: Section 6, Part 1

Subject: Boundary infringement penalties by panel of judges

**Rationale:** “Box Out” penalties should not be the responsibility of judges as currently is the case as per paragraph 5.1.4.13. in the event that there are no line judges or an electronic system available at the contest. It is too difficult to judge a “Box Out” from the judges’ position, and allocation of such penalties can therefore not be considered reasonable and equitable for all competing pilots.

*Rule change proposal:*

**5.1.4.13.** Where an electronic system or Line Judges are not used, no boundary infringement penalties will be recorded during this programme or for the entire contest.

**CIVA President's Note:** Referred to plenary but also addressed by RSC/JSC in their report.

**EP # 5:**

Source: Switzerland

Document: Section 6, Part 1

Subject: “Q” Programme and Warm-Up Flights

**Rationale:** German Proposal #1 asks for the deletion of Programme “Q” and UK Proposal #1 asks for the inclusion of the judges’ scores for Programme “Q” in the final results. If either of those proposals is approved by CIVA, remains the issue of “warming up” the judges’ panel for the first competition programme. This could be achieved by 5 to 6 warm up flights at the

start of the first competition programme. Subsequent requirements for warm up flights will revert to 2 respectively 1 warm up light.

*Rule change proposal (only in case German Proposal #1 or UK Proposal #1 is accepted by CIVA):*

**4.1.9.1.** The organisers will ensure that the first six (Yak 52, only three) flights of the first competition programme of the contest, will be by non-competing pilots. Subsequently, the first two (Yak 52, only one) flights of each competition day and each programme, will be by non-competing pilots. The Contest Director, with the concurrence of the Chief Judge, may delete the sixth warm up flight for the first competition programme and/or the second warm up flight thereafter. Team reserve pilots will be utilized, to the extent they are available, by the organisers for this purpose in an equitable way. The intent of this regulation is to permit judges to see a wide variety of aircraft during the warm up flights.

**CIVA President's Note:** Referred to plenary.

### **EP # 6:**

Source: Switzerland

Document: Section 6, Part 1

Subject: Marking of Flight Position and Symmetry

**Rationale:** Figure placement marks (paragraph 5.1.4.11.) such as “N”, “FF”, “L”, etc. are difficult to ascertain by judges and giving such marks adds considerable burden to the work of a judge. Changing wind conditions for example could unfairly give a disadvantage to one or several pilots in view of downgrades resulting from placement marks. It is proposed to either abolish the position annotations and resulting downgrade of the positioning score, or to analyse the positioning annotations in the FPS system.

*Rule change proposals (1):*

**5.1.4.11.** Delete this entire paragraph.

**5.1.4.12.** Delete this entire paragraph.

*Rule change proposal (2, only if rule change proposals (1) are not approved by CIVA):*

**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. Position annotations will be analysed by the Fair Play System resulting in a correction to the position score for each pilot accordingly.

**CIVA President’s Note: Referred to plenary.**

**EP # 7:**

Source: WAGAC/WGAC Jury President

Document: Section 6, Part 2

Subject: Unknown Programme Administration

The following rule changes are deemed necessary in order to facilitate the handling of the new system for Unknown Programmes:

1. Reduce the single figure maximum K from 40 to 35 for Unlimited and from 35 to 30 for Advanced.  
(Rule 4.3.4.1)

Rationale: With the current max. K values it is difficult to keep the sum K value for the sequence within the limits of 190 (UG) resp. 145 (AG).

If this proposal is agreed, several high-K figures will be removed from Section 9. But experience shows that these figures have rarely been selected in the past.

2. Insert the following two sentences after the first sentence of para 4.3.4.3:  
"When proposing figures, Teams should consider that these must be suitable to fit into a sequence. So it would be wrong, for instance, to have most of the figures starting upright and finishing inverted."

Rationale: Self explanatory.

3. Amend sub-para 4.3.4.6 c) to read:  
"Chief Delegates or their representatives may object to a sequence within 30 minutes after publication for safety reasons only. In this case, the International Jury will modify the sequence in order to remove the objection without changing any of the figures selected under rule 4.3.4.1. If it is found that the sequence selected cannot be safely flown within the height available, the International Jury may delete one figure in consultation with the Chief Delegate of the Team which proposed this figure".

Rationale: There may be situations, where none of the submitted sequences can be completed within the height available. It is always safer, however, to cut a sequence than to rely on competitors to break off before height remaining becomes critical.

4. Add new para 4.3.4.9:

"The beginning of a Free Unknown sequence may be in upright or inverted flight and the competitor is free to start in any direction, but the sequence must be finished in upright flight."  
Re-number current para 4.3.4.9 to 4.3.4.10.

Rationale: To bring the rules for the Free Unknown in line with the rules for the Free Programme.

**CIVA President's Note:** Referred to plenary.

**EP # 8:**

Source: USA

Document: Section 6, Part 1

Subject: "Hors Concours" Pilots – Unknown Figure Selection

"Hors Concours" (H/C) pilots should be excluded from selection of Unknown figures during all Championships.

It should be remembered that H/C pilots are entered into the competition at the pleasure of the organizers and cannot earn medals, trophies, or be ranked in the final results.

Since the selection of Unknown figures can affect the outcome of the Championships, it is not fair to other pilots to require them to fly figures chosen by competitors who have no stake in the outcome of the competition.

This should be added to paragraph 1.2.4.4.

The USA submits this as an Expedited Proposal as we expect several H/C pilots at WAC 2013 in Texas.

**CIVA President's Note:** Referred to plenary.

**EP # 9:**



Source: USA  
Document: Section 6, Part 1  
Subject: Increase in Gender Limitation (Team size) in Unlimited

Gender limitations with regards to Team size should be increased to a maximum of 8 of one gender. The present limit is 6 for both World and Continental Championships in Unlimited.

With the decreasing participation of women in Unlimited competition, FAI Aerobatic Championships in Unlimited power category have been shrinking. To help offset this shrinkage and to make the Championships more viable for organizers, an increase in the limit on gender is warranted.

The USA proposes this as an Expedited Proposal since it will have a financial effect on WAC 2013.

**CIVA President's Note:** Referred to plenary.

## **NORMAL PROPOSALS**

(Referred to Sub-Committees)



**CIVA 2012**  
**Lausanne, Switzerland**

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None received by the deadline of 1 October 2012.