



## **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 2013). 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 in 2014.
- **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. The President's decision is **highlighted in yellow** at the end of each proposal.

Deadline for submission of SPs and EPs coming from the WAGAC/WGAC and EAAC was 1 October 2013. The deadline for WAC proposals was 1 November 2013. All urgent proposals submitted are included in this document.

The proposals come from contest officials and Delegates.

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3 November 2013*

*Version 2.0*



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**RSC Chairman Note:** Expedited Proposals requiring action at plenary are **highlighted in red**.



## **SAFETY PROPOSALS**

(See USA #1 / NP 2015-11)

## **URGENT PROPOSALS**

(CIVA President's categorization of urgent proposals is noted at end of each proposal)

### **GASC #1 (EP 2014-1)**

Source: GASC Chairman Manfred Echter  
Document: Section 6, Part 2  
Subject: Flick Roll Judging Criteria for Gliders

As a result of judging discussions at EAAC 2013, a re-wording of sections 6.9.27 and 6.9.28 of Section 6, Part 1 has been proposed.

It is considered appropriate to review also the corresponding sections 6.9.25 and 6.9.26 of Section 6, Part 2.

The following new text of above mentioned sections should be adopted for 2014:

#### **6.9.25. Family 9.9 - Positive Flick Rolls**

6.9.25.1. Flick rolls represent one of the greatest challenges to judges. This is largely due to two factors: (1) the "flicking" characteristics of different types of gliders vary because of variations in wing section, wing span and wing planform; and (2), in properly executed flick rolls changes of attitude occur very quickly. Judges must watch particularly carefully to determine the exact order in which events occur, especially at the beginning of the flick.

6.9.25.2. The judge must see two things to determine that a flick roll has been correctly initiated. The aircraft must achieve an angle of attack close to critical, usually involving a rapid change of pitch attitude, and autorotation must be initiated by application of the rudder. If the judge does not observe both events, the figure must be given a PZ. The size of the pitch change may vary considerably due to the requirements of the figure in which the flick is performed. When, for instance, a flick roll is initiated at the top of a loop, the aircraft can be expected already to be carrying quite a high angle of attack and the amount of pitch change that is required may be much less than in other circumstances.

6.9.25.3. At the start of a positive flick roll, the pitch attitude must change in the 'nose up' sense, from the pilot's perspective, clearly and unambiguously (Figure 42). This puts the aircraft's wings near the critical angle-of-attack and can best be seen by carefully watching either the nose or tail of the glider. If the fuselage pitches in the wrong direction, a hard zero (HZ) is given. When, or shortly after, the fuselage pitches the glider must be seen to yaw, initiating a stall of one wing and the rapid onset of autorotation. If the judge observes any movement about the roll axis before the autorotation starts, the figure must be downgraded one (1) point per five (5) degrees of roll.

6.9.25.4. Throughout the flick, the roll must be driven primarily by the rudder and autorotation must be seen to continue. This can best be confirmed by the observed conical motion of the fuselage longitudinal axis, with the most obvious displacement at the tail, which is furthest from the CofG. This should not be confused with the spiral motion of a tight barrel roll, wherein the centre of gravity of the glider more noticeably follows a spiral flight path. The rate of rotation and the angle, relative to the flight path, of the conical fuselage rotation may vary between glider types, but the rate of rotation is always considerably faster than when rolled by ailerons. This is an essential clue for the judge to determine that the glider has indeed been flicked. For all aircraft types, the criteria for stopping the flick roll are the same: autorotation must stop as quickly as it started, after the desired extent of roll, followed immediately by the adoption of the attitude that conforms to the requirements of the underlying figure. Downgrades for minor errors in the extent of rotation or the following flight path or attitude are penalised at the normal rate of 1 point per 5 degrees.

6.9.25.5. Flick rolls must be observed very carefully to ensure that the rotation is driven throughout by the asymmetry in yaw induced by continual rudder application and that the competitor is not "aileroning" the aircraft around its longitudinal axis without the conical fuselage motion. The movement of the aircraft's nose departing the flight path prior to autorotation is a good clue to the proper initiation of a flick roll and the continued conical motion of the tail is indicative that autorotation is continuing. When a glider does not stall and autorotation is not achieved, it will follow a spiral flight path similar to a high-rate barrel roll. As always, the competitor is given the benefit of the doubt, but if a judge is certain that a proper flick roll has not been initiated, a PZ is given. Another common error is for the aircraft initially to autorotate, but to not stay in autorotation until the end of the figure. In this case, a deduction of one (1) point for each five (5) degrees of rotation remaining when the autorotation stops must be made. If autorotation ends with more than 45 degrees of rotation remaining, even if the roll is completed with aileron, the flick roll is awarded a numerical zero (0.0).

### **6.9.26. Family 9.10 - Negative Flick Rolls**

6.9.26.1. For negative flick rolls, all criteria stated for positive flick rolls apply except that the aircraft is in a negative rather than positive angle-of-attack during autorotation. Therefore, in a negative flick roll the nose and tail of the aircraft must initially move in the 'nose down' sense, from the pilot's perspective, as the angle of attack is changed (Figure 43). This direction of motion must be observed very carefully, since it is the defining characteristic that



differentiates a negative flick roll from a positive flick roll. As with positive flick rolls, if the nose does not move in the correct direction, it is not a negative flick roll and the figure must be given a hard zero (HZ). In other respects relating to the characteristics of the rotation and errors to be observed, the criteria are the same as for positive flicks.

Judges should be aware, however, that nearly all aerobatic gliders have cambered wing sections and down elevator authority is more limited than up. Therefore, the negative "flicking" characteristics may be quite different from positive flicks. In general, gliders appear to be more "reluctant" to flick inverted and negative flick rolls may not look as "crisp" as positive ones. Again, the competitor should be given the benefit of the doubt and the judge should also use the rate of rotation as a clue that the glider has been flicked.

**Rationale:**

Flick rolls are the manoeuvres where the differences in appearance between aeroplanes and gliders are greatest.

The above text aligns glider judging criteria for flicks with those used in power and also points out the differences in appearance between power and glider flicks.

**RSC Chairman Note:** Referred to plenary as EP 2014-1 by decision of President.

**GASC #2 (EP 2014-2)**

Source: GASC Chairman Manfred Echter

Document: Section 6, Part 2

Subject: Electronic Height Measuring Devices (HMD)

Following a number of complaints and discussions with competitors at the WGAC / WAGAC 2013 (see also the International Jury report), the following changes to Sporting Code 6, Part 2 are deemed necessary and should be implemented for 2014:

Insert new Section:

**2.3 Electronic Height Measuring**

- 2.3.1.1 Electronic height measuring devices (HMDs) may be used. The electronic height measuring system used, as well as the rules to operate it, must be approved by CIVA.



- 2.3.1.2 Whenever an HMD is used, it will be the primary reference to verify compliance with height limits and for decisions on penalties or disqualifications due to height infringements.
- 2.3.1.3 The final decision whether a penalty should be given or not on the basis of outputs from the HMD rests with the Chief Judge.  
For detailed information on the various HMD systems and their operation, see section 10.
- 2.3.1.4 Persons operating and maintaining the HMD system are international officials. Their status is comparable to the Technical Commission or International Judges. They are assigned and responsible to the Chief Judge and must not be associated with one of the competing teams. Throughout the competition, all the HMD hardware must remain in the custody of the persons designated for this task and must not be accessible to competitors or team officials.

*Re-number present section 2.3 to 2.4*

If the Proposal is agreed, the following Paragraphs should also be changed:

- 4.2.4.6. Height measuring devices (HMDs)  
At present there are three systems approved by CIVA: The Huber height measuring device (HHMD), the Meierhofer height measuring device (MHMD) and the Poznan height measuring device (PHMD). For technical characteristics and operating procedures see section 10. The Local Regulations must state which type of HMD will be used
- 5.2.1.1 A competitor flying a figure or part of a figure lower than 200 m (over datum) will receive 70 penalty points for this figure. A competitor flying in his programme lower than 100 m (over datum) will be disqualified for this flight (see 4.2.4.3)
  - a) When an HMD is used, a penalty of 70 points is given if the first figure is started above 1200 m or this limit is exceeded in the course of the first figure. If the upper limit is exceeded during a subsequent figure, there will be no penalty. The start of a figure occurs when the aircraft departs from level flight for the first time or when a roll is started on a horizontal line.
  - b) When an HMD is used, the Judges will mark all the figures regardless of the altitude and also note down any height infringements they observe. The excursions below 200 m will be recorded at the Chief Judge's position and penalty points will be assessed accordingly. 70 penalty points will be given for every figure during or before which the 200 m signal is received and confirmed to be correct.

In case of doubt, the official video should be checked for audible outputs from the HMD equipment in relation to aircraft flight path and/or attitude at the time of the

HMD signal in order to determine whether the signal was received before or after the completion of a figure and thus whether a penalty should be given or not.

- c) The end of a figure occurs as soon as the aircraft completes the curved portion of the manoeuvre and enters horizontal or gliding flight, or as soon as the aircraft flies through the horizontal line between two figures. In rolls, the end of the rotation along the longitudinal axis is taken to be the end of the figure.

7.1.1.8 ... The video should also be used to determine whether the HMD signal was received before or after the completion of a figure and thus whether a low penalty is justified in accordance with paragraph 5.2.1.1 b).

**Rationale:**

HMD outputs are the primary reference for decisions on low penalties or even disqualification of a competitor. They may be decisive for the results of a World Championship. It is unacceptable when there are doubts about the correctness and impartiality of these systems or the persons operating them.

**RSC Chairman Note:** Referred to plenary as EP 2014-2 by decision of President.

**RUS #1 / NP 2015-1**

Source: Russia  
Document: Section 6, Part 1  
Subject: Drawing of Lots



Make Drawing of Lots manual for all programs. To save time it can be done during one briefing.

**Rationale:**

- Better psychologically for pilots;
- Pilots can better plan their preparation for all programs;
- Organizers can make necessary paperwork well in advance for each program;
- Small changes can be made later to separate pilots flying the same airplanes and to remove “cut pilots” for the second unknown if any. To make fewer changes the Jury can plan judges breaks;
- To secure time between flights if necessary set time for pilots in question after which he/she is supposed to be flying, no need to change the number, just advise the judges which pilot is to fly.

**RSC Chairman Note:** Referred to Sub-Committee as NP 2015-1 by decision of President.

**RUS #2 / EP 2014-3:**

Source: Russia  
Document: Section 6, Part 1 and 2  
Subject: Selection of Judges



In the Judging Panel at the World or Continental Championships only two judges may be from the same country, including the Chief Judge.

**Rationale:** Self explanatory.

**RSC Chairman Note:** Referred to plenary as EP 2014-3 by decision of President.

**RUS #3**

Source: Russia  
Document: Guide for Championships Organization (GCO)  
Subject: Hotel Room Standards



Hotel rooms for participants of the World and Continental Championships which are held at the locations with high temperature must be equipped with air conditioners.

**Rationale:** Self explanatory.

**RSC Chairman Note:** Referred to Contest Organization Group for inclusion in GCO.



### **RUS #4**

Source: Russia  
Document: Guide for Championships Organization (GCO)  
Subject: Internet Access – Championships Sites



Free high speed Internet access must be provided at World and Continental Championships sites and participants/judges accommodation locations.

**Rationale:** Self explanatory.

**RSC Chairman Note:** Referred to Contest Organization Group for inclusion in GCO.

### **RUS #5**

Source: Russia  
Document: Section 6, Part 1  
Subject: Editorial Changes - Titles



Titles in 4.4 are not consistent to 1.3.1.2 through 1.3.1.6. The Known programme is missing in Y52 at all.

**Rationale:** Self explanatory.

**RSC Chairman Note:** Referred to rules editors for editorial change. No CIVA action required.

## **RUS #6 / NP 2015-2**

Source: Russia  
Document: Section 6, Part 1  
Subject: Wording Change – Positioning Text



Change “ideal” to “optimum” in placement annotation.

5.1.4.4. Depending on the aircraft’s height and on the nature of the figure being flown, there is 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.

*And then optimum is changed to ideal which is not technically correct:*

5.1.4.7. 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.

*placement: 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”

*An optimum placement of each figure depends, besides others, on the wind. The ideal position is something unreachable most of the time.*

**RSC Chairman Note:** Referred to Sub-Committee as NP 2015-2 by decision of President.

### **RUS #7 / EP 2014-4**

Source: Russia  
Document: Section 6, Part 1  
Subject: Entry Fees



The Entry Fee agreed at the CIVA meeting must not be increased by organizers of the World or Continental Championships later.

**Rationale:** Self explanatory, otherwise what does CIVA's decision mean?

**RSC Chairman Note:** Referred to plenary as EP 2014-4 by decision of President.

### **GBR #1 / EP 2014-5**

Source: United Kingdom  
Document: Section 6, Part 1  
Subject: Judging Criteria – Flick Rolls



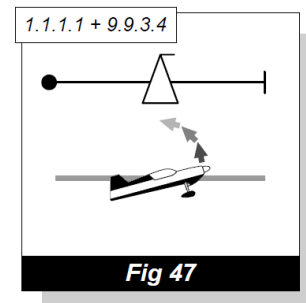
#### **6.9.27. Family 9.9 - Positive Flick Rolls**



6.9.27.1. Flick rolls represent one of the greatest challenges to judges, due to two factors: a) the "flicking" characteristics of different types of aircraft can vary considerably; and b), in properly executed flick rolls changes of pitch, yaw and roll rate occur very quickly. Judges must watch particularly carefully to determine the exact order in which events occur, especially at the initiation of the flick.

6.9.27.2. The judge must see two things to determine that a flick roll has been correctly initiated: a) the aircraft must display a rapid and clearly visible change of pitch attitude to put the wing close to the stall, and b) autorotation must be initiated by use of the rudder to induce a clearly visible yaw. Note that when a flick roll is initiated the AOA may be at or close to zero (e.g. in vertical and 45 degree lines) or significantly positive or negative if a looping figure is being flown; the pitch change to achieve critical AOA may thus be less in some circumstances and cannot be fixed. However, if both the required pitch change and yaw are not clearly seen, the figure must be given a perception zero (PZ).

6.9.27.3. At the start of a positive flick roll, the aircraft must clearly and unambiguously pitch in the nose up / tail down sense to put the wings near the critical AOA (Figure 47). If the aircraft pitches in the wrong direction, a hard zero (HZ) is given. Either shortly after or simultaneously with the pitch change the aircraft must be seen to yaw, initiating a stall of one wing and the rapid onset of autorotation. ~~While the competitor should be given the benefit of some doubt,~~ if the judge considers ~~on balance~~ that a proper flick has not been initiated, then he must give a PZ.



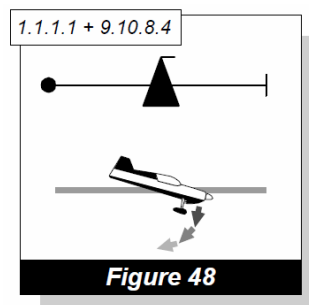
Provided the flick initiation criteria are satisfied, any roll that is observed before the autorotation starts must be downgraded by one (1) point per five (5) degrees of roll.

6.9.27.4. Throughout the flick the roll must be driven primarily by the rudder, and autorotation must be seen to continue. This can best be confirmed by the observed conical motion of the fuselage longitudinal axis, the largest displacement being at the tail which is furthest from the CofG. This should not be confused with the spiral motion of a tight barrel roll, wherein the centre of gravity of the aeroplane more noticeably follows a spiral flight path. However, the rate of rotation and the angle, relative to the flight path, of the conical fuselage rotation may vary between aircraft types, much as each type of aircraft has different spin characteristics. For all aircraft types, the criteria for stopping the flick roll are the same: autorotation must stop at the desired extent of roll, followed immediately by adoption of the attitude or flight path that conforms to the requirements of the underlying figure. A non-looping flight path that is displaced parallel to that prior to the flick is normal, and should not be downgraded. Downgrades for errors in the extent of rotation or the following flight path or attitude are penalised at the normal rate of one (1) point per five (5) degrees or error.

6.9.27.5. Flick rolls must be observed very carefully to ensure that the rotation is driven throughout by asymmetry in yaw induced by continued rudder application and that the competitor is not "aileroning" the aircraft around its longitudinal axis and thus without the conical fuselage motion. The movement of the aircraft's nose or tail departing the flight path prior to autorotation is a good clue to proper initiation of a flick roll, and conical motion of the tail is indicative that autorotation is continuing. A common error is for the aircraft initially to autorotate but to not stay in autorotation until the end of the figure, the roll becoming driven substantially by application of aileron; in this case a deduction of one (1) point for each five (5) degrees of rotation remaining when the autorotation ceases must be made. If autorotation ends with more than 45 degrees of rotation remaining, even if the roll is completed with aileron, the flick roll is awarded a numerical zero (0.0).

## 6.9.28. Family 9.10 - Negative Flick Rolls

6.9.28.1. For negative flick rolls, all criteria stated for positive flick rolls apply except that the aircraft is in a negative rather than positive AOA during autorotation. Therefore, in a negative flick roll the nose and tail of the aircraft must initially move in the nose down / tail up sense,

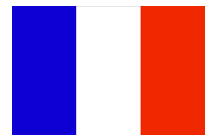


from the pilot's perspective, as the angle of attack is changed (Figure 48). This direction of motion must be observed very carefully, since it is the defining characteristic that differentiates a negative flick roll from a positive flick roll. As with positive flick rolls, if the nose moves in the wrong direction it is not a negative flick roll and the figure must be given a hard zero (HZ). In all other respects relating to the characteristics of the rotation and errors to be observed, the criteria are the same as for positive flick rolls.

**RSC Chairman Note:** Referred to plenary as EP 2014-5 by decision of President.

### **FRA #1 / NP 2015-3**

Source: France  
Document: Section 6, Part 1  
Subject: Wind Limits



### **Wind Limits**

#### *Proposal*

- In case the main axis component of the wind exceeds 12 m/s (or is close to the 12 m/s limit so that normal flight operations are expected to be significantly disturbed, at the discretion of the International Jury), the International Jury may decide to extend the main axis component limit to 14 m/s (with the cross axis component limit unchanged) with the following conditions:
  - Boundary judging is suspended;
  - A 20-minute notice is given when changing from the “12 m/s mode” to the “14 m/s mode” and vice versa (in particular, when an excess wind is measured while a flight is performed under the “12 m/s mode”, the pilot is free to land, before being required to fly under the “14 m/s mode” no less than 20 minutes later).

*Note 1: Detailed wording to be worked out – e.g. on whether boundary judging suspension is only for the “14 m/s mode” period or for the entire programme.*

*Note 2: Proposal option for consideration: Allowing a free break in the “14 m/s mode” in addition to (or instead of ?) boundary judging suspension.*

### Rationale

Management of wind limits extension at WAC'2013 was really hectic. A sound solution needs to be implemented in the rules to allow proper completion of contests while still limiting allowed wind speed to acceptable levels and with adequate provisions.

**RSC Chairman Note:** Referred to Sub-Committee as NP 2015-3 by decision of President.

### FRA #2 / NP 2015-4

Source: France  
Document: Section 6, Part 1  
Subject: Order of Programmes



### Order of Programmes

#### Proposal

- Change the order of Programmes: Known, Unknown 1, Free, Unknown 2.
- Delete the “10-minute free slot” principle for the Known, make the Known a programme like the other ones in terms of allowed figures prior to flying the sequence – consequently ensure availability of practice in the box for all competitors in the days before the start of the contest (subject to weather). *Proposal option: Or any other solution solving the issue of contest timing with reference to drawing of lots for first Unknown figures (see rationale below).*
- Modify rule of 60% safety cut: A judge would note “Unsafe” at the completion of the sequence if he/she considers the pilot is not apt to safely fly subsequent programmes. A majority of “Unsafe” notes (with the CJ having a casting vote) would result in disqualification of the pilot for subsequent programmes (note that this can be applied to all programmes, not only the Known).

#### Rationale

As WAC'2013 unfolded, due to unfavourable weather conditions there was an increasing risk that the contest would have to be validated without any Unknown flown – in fact it was a close shave, and it made a number of pilots & teams uncomfortable, as there is wide agreement in the community that Unknown programmes are the most challenging ones and therefore the most relevant ones to determine who would deserve the overall champion title.



In view of this experience CIVA should think about changing the order of programmes and fly the first Unknown earlier. This change would have consequences on two other aspects:

- The safety rule of 60% performance on either the Known or the Free to be judged apt to continue the competition into the Unknowns would have to be modified.
- The current unconditional training allowed in the 10-minute slot of the Known would create an issue in terms of contest timing vs drawing of figures for the first Unknown.

**RSC Chairman Note:** Referred to Sub-Committee as NP 2015-4 by decision of President.

### **FRA #3 / NP 2015-5**

Source: France  
Document: Section 6, Part 1  
Subject: Order of Flights



### **Order of Flights**

#### *Proposal*

- Change the “full random draw” rule after the Known, to a “two-group” rule: A random draw would be made in each half of the rankings, with the higher ranking group flying last.

#### *Rationale*

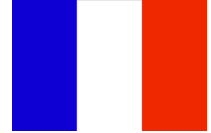
WAC'2013 has exemplified that the “full random draw” for each programme is certainly not a panacea and leads to cases where pilots with very close number of points can fly the next programme under very different weather conditions: this cannot be considered an appropriate way of differentiating competitors. The “luck of the draw” principle is well understood but the current rule goes probably too far in making the WAC a lottery. At the same time the shortcomings of the previous “three-group” rule are acknowledged. The proposed new rule is not meant as a perfect solution, but is submitted as an improvement, a compromise limiting the major weaknesses of both extremes.

**RSC Chairman Note:** Referred to Sub-Committee as NP 2015-5 by decision of President.



## **FRA #4 / NP 2015-6**

Source: France  
Document: Section 6, Part 1  
Subject: Known Programme



### **Known Programme**

#### *Proposal*

- Revert to the Known programme not counting towards final results save for exceptional circumstances when only two programmes can be completed (i.e. revert to the rule before 2013).

#### *Rationale*

WAC'2013 has shown that it is likely that the first 10-15 pilots to fly the first programme (the Known) in the contest receive comparatively lower marks than subsequent pilots, a possible explanation being that judges might tend to be initially “conservative” in their marks in anticipation of potential better flights later on. Such a bias used to be mitigated in the past by having the Known / Q not counting towards final results (save for exceptional circumstances), but this is no longer the case. What we observed this year is understood as an unexpected, unintended consequence of having the Known count, therefore we would like to resubmit the case and challenge the move adopted last year in the light of those new findings.

**RSC Chairman Note:** Referred to Sub-Committee as NP 2015-6 by decision of President.



**RUS #8 / NP 2015-7**

Source: Russia  
Document: Section 6, Part 1  
Subject: Boundary Judges



Remove boundary judges from the World and Continental championships.

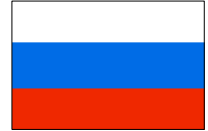
Reasoning:

- To avoid double penalty for a mistake. With boundary judges a pilot gets penalized twice – with a downgrade for positioning (pretty high K-factor) and with a penalty for being out of the box.
- To lessen championships expenses and Entry Fee (\$15,000 at the WAC-2013 according to CD).
- To lessen the time needed for coming to agreement in case the wind limit has to be lifted/increased at an event (WAC 2013 experience).
- Application of the penalty for box outs is not fair at the power aerobatic competitions – a pilot who has crossed the boundary line gets the same penalty as the one who performs a whole figure far out of the box.
- Pilots of the same skill can fly in very different wind conditions from 3 mps tailwind to 14.42 mps right/left quartering head wind (and even more if the wind limits are increased).

**RSC Chairman Note:** Referred to Sub-Committee as NP 2015-7 by decision of President.

### **RUS #9 / NP 2015-8**

Source: Russia  
Document: Section 6, Part 1  
Subject: Alternate Proposal to RUS #8/NP 2015-8



In case RUS #8 is not accepted:

Mandatory conditions for lifting (increasing) the wind limit in order to save the competitions (to make competitions valid) if such a need arises:

- no boundary judges for programs with increased wind speed limit;
- the wind limit at 500 m can not be increase to more than 14 mps head wind;
- agreement of the majority of Team managers/representatives;
- the decision to increase the wind limit and to remove boundary judges accordingly is valid for all subsequent programs.

Reasoning: to save time for discussion on site (WAC 2013 experience). Lifting the wind limit automatically leads to removing boundary judges.

**RSC Chairman Note:** Referred to Sub-Committee as NP 2015-8 by decision of President.

### **RUS #10 / NP 2015-9**

Source: Russia  
Document: Section 6, Part 1  
Subject: Alternate Proposal to RUS #8/NP 2015-8



In case RUS #8 is not accepted:

In case of adverse weather conditions in order to save the competitions (to make competitions valid) the International Jury can let the organizer increase the wind limit at 500 to 14 mps head wind for all subsequent programs which will lead to automatic removing the boundary judges for all subsequent programs.

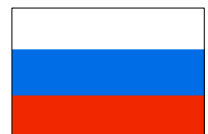
Reasoning: Lifting the wind limit automatically leads to removing boundary judges. No need for Chief Delegates' meeting, Jury's decision is sufficient.

Saves time even more.

**RSC Chairman Note:** Referred to Sub-Committee as NP 2015-9 by decision of President.

### **RUS #11 / NP 2015-10**

Source: Russia  
Document: Section 6, Part 1  
Subject: Order of Flight



To give ten top ranked pilots (flown programs combined results, no gender distinction) opportunity not to fly among first 10 in the next program.

Drawing of lots procedure:

- remove first 10 numbers from the pool and let current ten top ranked pilots draw the lots;

- add first 10 numbers to the pool, mix thoroughly and let the rest of pilots draw the lots;
- adjust the order of flights to separate pilots flying the same airplane.

Reasoning:

- no groups thus no psychological pressure to the Judges;
- none of the leaders get disadvantage of flying at the beginning of a program, especially unknowns. In this sense they fly more or less in the same conditions.

**RSC Chairman Note:** Referred to Sub-Committee as NP 2015-10 by decision of President.

### **RUS #12**

Source: Russia  
Document: Section 6, Part 1  
Subject: Aresti Cup



Bring into line with actual practice:

#### 4.4.1.1. World Championships

- b) The Overall World Aerobatic Champion of the men or women will be awarded **the small floating model of the** Jose L. Aresti Cup.

**RSC Chairman Note:** Referred to rules editors for editorial change. No CIVA action required.

### **RUS #13**

Source: Russia  
Document: Section 6, Part 1  
Subject: Trophy Engraving



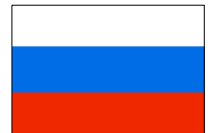
The organizer of the World and Continental Championships must ensure that the names of current Champions/Team champions/trophies winners are engraved on the trophies BEFORE prize giving ceremony.

Reasoning: self explanatory.

**RSC Chairman Note:** Referred to Contest Organization Group for inclusion in GCO.

### **RUS #14**

Source: Russia  
Document: Section 6, Part 1  
Subject: Meals at Championships



If meals are included to the Entry Fee the organizer must provide adequate 3 times a day meal. Secondary school lunch boxes or cash allowance (especially if it does not provide for a normal dinner at available places) can not be regarded as adequate meal.

Reasoning: rather safe explanatory. Pilots and other participants have to have proper meals and an organizer claims that would provide it while setting the Entry Fee amount.

**RSC Chairman Note:** Referred to Contest Organization Group for inclusion in GCO.

## USA #1 / NP 2015-11



Source: USA

Document: Section 6, Part 1, para 1.2.7.

Subject: Disqualification of Competitors

### Background

Fortunately, violations of safety at CIVA competitions are rare, but just this year at WAC and last year at the WGAC, competitors violated local safety regulations and did things expressly forbidden by the CD.

What this has exposed is a startling lack of rules coverage in Sporting Code. The Contest Director does not currently have the authority in Section 6 to disqualify (DQ) a competitor, but he does have this in the FAI General Section of the Sporting Code, which is the ultimate rules document with which all air sports must comply. Here is what General Section says:

#### 5.2 PENALTIES AND DISQUALIFICATIONS

5.2.1 The Director of a Sporting Event may penalise a competitor as described in the rules for the event. These penalties may be in the form of an operational disadvantage, deduction of points, alteration of placing order, disqualification, or any other penalty designated by the Air Sport Commission concerned.

5.2.2 SEVERITY OF PENALTIES. The severity of the penalties which may be imposed may range from a minimum loss of points to disqualification indicated below, as appropriate to the offence.

5.2.2.1 Technical Infringements. Technical infringements of rules or failure to comply with requirements caused by mistake or inadvertence where no advantage has accrued or could have accrued to the competitor concerned should, as a guide, carry penalties leading to a reduction of not less than 2% of the best score or maximum available score for the task.

5.2.2.2 Serious Infringements. Serious infringements, including dangerous or hazardous actions or repetitions of lesser infringements should, as a guide, carry minimum penalties leading to a reduction of not less than 5% of the best score or maximum score for the task.

5.2.2.3 Unsporting Behaviour. Cheating or unsporting behaviour, including deliberate attempts to deceive or mislead officials, wilful interference with other competitors, falsification of documents, use of forbidden equipment or prohibited drugs, violations of airspace, or repeated serious infringements of rules should, as a guide, result in disqualification from the sporting event.

5.2.3 PUBLICATION. Penalties shall be listed on the score sheet of the day on which the penalty was given.



As is evident, this language is very weak. "Dangerous or hazardous actions" carry a minimum penalty of 5% of the maximum score. Cheating or unsporting behavior can result in a DQ, but not necessarily so for a safety hazard in flight. As a result of this language, acting in an unsportsmanlike manner carries a bigger penalty than endangering lives.

## Proposed Changes

### 1.2.7. Air Safety

*1.2.7.1. All competitors must observe and adhere to the regulations currently in force in the organiser's country for air safety as well as the special regulations in force at the contest aerodrome. To facilitate this, the organiser must ensure that an English translation of applicable rules, issued by the Aviation or Customs Authorities of the host country, is available in advance in a bulletin or on the competition website.*

*1.2.7.2. To enable the pilot to watch over his or her own safety, an accelerometer must be installed in each competing aircraft.*

*1.2.7.3. Any competitor required to interrupt a competition flight due to danger of collision with conflicting air traffic or a bird, should be treated in the same manner as if a mechanical defect (paragraph 4.2.7) had taken place. If the pilot is required to orbit to avoid any such hazard, the Chief Judge will allow additional time if required.*

*1.2.7.4. Any violation of the safety regulations in force may at any time render the offender liable to exclusion from the contest. No responsibility will be undertaken by the organisers for any such violation by competitors or others.*

*1.2.7.5. The Chief Judge ~~may exclude~~ has the authority from take-off through landing to disqualify a competitor who is not flying safely, whose flying might reasonably be judged to be the imminent cause of an unsafe situation, or who violates any regulation currently in force in the organiser's country for air safety or any special flying regulations in force at the contest aerodrome. The Chief Judge may exclude the competitor from either the flight programme in progress at the time only, or the remainder of the competition, based on the Chief Judge's evaluation of the severity of the infraction.*

*1.2.7.6. The Contest Director has the authority to disqualify from further competition any competitor found to be in violation, at any time, of the regulations published for the contest operations, including safety violations during ground operations of the competitor's aircraft. The Contest Director will consider any and all input from other Contest Officials, including Starters and the Chief Judge, to assist with the determination of any such violation.*

*1.2.7.7. Any decision to disqualify a competitor may be appealed to the International Jury in accordance with Paragraph 1.5 of these regulations. The International Jury will use all available resources including testimony from the Contest Officials involved, the disqualified pilot, and official video (if applicable) to evaluate the merits of the protest.*



## **Summary**

Although partially covered by the FAI General Section, the ability to enforce contest regulations through the process of disqualification is largely missing in Section 6. Specifically, Section 6 does not address in any manner the authority of the Contest Director to disqualify a competitor because of rule violations and is somewhat vague in when and how a Chief Judge may exclude a competitor. Additionally, while most contest officials ensure they are thoroughly familiar with the regulations found within Section 6, many are unfamiliar with the FAI General Section, Chapter 5. For these reasons, it is imperative for the continued safety of aerobatic competitions, that Section 6 be modified as proposed.

**RSC Chairman Note:** Referred to Sub-Committee as NP 2015-11 by request of USA Delegate to CIVA. Originally submitted as a Safety Proposal for 2014, the USA decided this proposal should go through the normal rules cycle.