

AGENDA ITEM 14.1

RULES & JUDGING SUB-COMMITTEE MEETING REPORT

Alan Cassidy, Acting Chairman (RSC)



**Committee Meetings were held in Foligno, Italy
09.00, 30 August 2011**

In attendance:

Rules Sub-Committee:

Alan Cassidy (GBR) – Acting Chairman, Matthieu Roulet (FRA), Thore Thoresen (NOR).
Apologies for absence: Michael Heuer, Debby Rihn-Harvey (USA), and Manfred Echter (GER).

Judging Sub-Committee:

John Gaillard (RSA) – Chairman, Robert Chomono (FRA), Matti Mecklin (FIN),
Nick Buckenham (GBR), Mikhail Mamistov (RUS). Apologies for absence: LG Arvidsson (SWE)

Sub-Committee Proposals for 2012 (Power Aerobatics)

Rules Sub-Committee Proposals

Following discussion of various national proposals, the following Rules Sub-Committee Proposals reflect the consensus view on topics discussed.

RSC Proposal 1: Axes and figures: clarification

Source: France Proposal #1

Rule 5.1.2.3. d) to read:

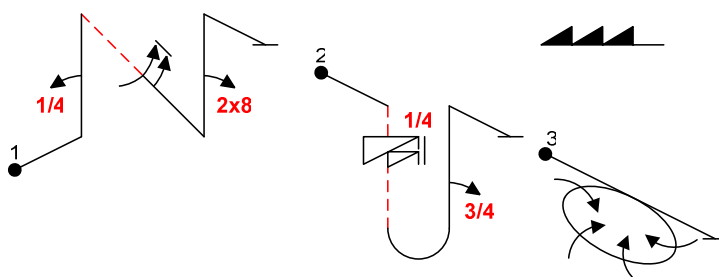
For programmes Q, 1, 2 and 3, the aircraft longitudinal axis should always be aligned with the main or secondary axes, except when vertical or when turning from one axis

to the other within a figure from Family 2. The direction of flight on the main axis, with respect to the official wind direction, must always be as shown on the sequence diagram, even within figures that start and end on the secondary axis. The direction of flight on the secondary axis is never specified by the sequence diagram but is, instead, determined by the action of the pilot when leaving the main axis.

Rationale:

Clarification of requirements for flight on main and secondary axes, especially in relation to figures that start and finish on the secondary axis.

Example:

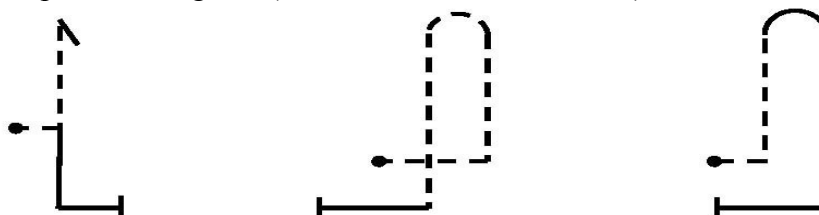


The central 45° line on Figure 1 and the bottom half loop of figure 2 must be flown into wind; the start of the turn in Figure 3 must be downwind. The drawing does not imply that the direction of flight on the secondary axis between 1 and 2 is the same as that between 2 and 3.

RSC Proposal 2: Safety figures: addition

Source: France Proposal #2

Add to the list of permitted figures (in Unlimited and Advanced) in 4.3.1.2 the following:



If one of these figures is flown, the horizontal half-roll figure starting from inverted flight is not flown.

Rationale:

Similar figures were introduced in the list of permitted figures in 2011, but with an inverted exit. It is a matter of safety that in case the pilot finds out after the first push that his seat belts are not tightened enough, he should opt for a positive exit. Allowing these figures with

positive exit is a pragmatic way to ensure pilot safety and easy operations (no penalty, no arbitration process should a pilot need a positive exit).

RSC Proposal 3: Awards: Clarification & Consistency

Source: France Proposal #3

Align 1.3.1.3 and 1.3.1.4 with 1.3.1.2 on the matter of Unknown Programmes World Champion. Both A and Y52 championships will confer the title: “**World Champion in the Unknown programmes**”. Rules will read:

1.3.1.3. b) Advanced World Champion in the Unknown Programmes:

The competitor who gains the highest total number of combined points in the two Unknowns.

1.3.1.4. c) Yak52 World Champion in the Unknown Programmes:

The competitor who gains the highest total number of combined points in the two Unknowns.

Rationale:

Current version of Section 6 (Part 1) is not fully consistent between categories (Unlimited vs. Advanced & Yak 52) in terms of World Champion titles for Unknown programmes – this without any apparent justification.

RSC Proposal 4: Awards: Clarification & Consistency

Source: France Proposal #3

Add to 1.3.1.3 and 1.3.1.4 same clarification statement as 1.3.1.2.i). Rules will read:

1.3.1.3.e) and

1.3.1.4.e) Awards will be given in compliance with paragraph 4.5.

Rationale:

Ambiguity between 1.3.1 and 4.5 needs clarification

RSC Proposal 5: Extent of unlinked rolls in unknown figures.

Source: Russia Proposal #1

Rule 9.2.2.1. (applicable to U, A & Y52) to be amended to read:

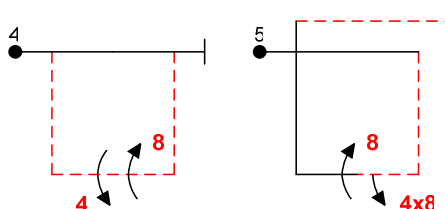
Unlinked and opposite rolls are permitted only on straight horizontal lines and, in the case of hesitation rolls, with a maximum number of 10 stops, except that:

Russian proposal #1 read:

To ban unlinked rolls with a total number of stops more than 10 on lower entry and exit lines of figures Families 7 and 8 (for example 8-point rolls followed by 4-point roll will not be allowed).

Rationale:

The intention of Russian proposal #1 was to restrict the length of high-speed lines with multiple hesitation rolls. However, the precise wording proposed was restricted to lower entry and exit lines in Families 7 and 8. This would still have allowed figures such as these:



Combinations of rolls with 12 stops are of very dubious value, whether at high speed or low speed. The proposed universal limit of 10 stops is a simple way of incorporating the intention of Russia proposal #1 with a single paragraph edit.

RSC Proposal 6: Naming of World Champions.

Source: Russia Proposal #2

In paragraphs 1.3.1.2. a) to 1.3.1.2. h): Add “**Unlimited**” before “World”.

Rationale: Sub-Committees were not in favour of using the phrase “World Champion” only at Unlimited championships. However, there was a consensus to distinguish Unlimited champions by adding the category to the title.

Note: It was also a part of the Russian proposal that the phrase “World Champion” not be used at special events and this was supported by the Sub-Committees. Some other form of title wording should be sought for such events.

RSC Proposal 7: Number of Supported Judges

Source: Canada proposal #1, South Africa proposal #2.

The contest organisation at Unlimited and Advanced shall be liable to provide food, transport and accommodation for 7 *supported* judges and their assistants. Additional judges and assistants, making the total of judges up to a maximum of 10, may apply and be selected for the event, but they will be *unsupported* officials. The costs associated with these unsupported officials need not fall on the organiser, but may be met by the individuals concerned, by

NACs, by CIVA or from other sources. For Y52 contests, the minimum number of supported judges would remain 5.

Rationale: To keep contest organising costs to a minimum. See also JSC Proposal #5 below.

RSC Proposal 8: Review of Judging Criteria for Rolling Turns

Source: United Kingdom proposal #1.

The UK proposal was to remove the following sub-paragraph to Rule 6.8.3.6:

- i) One (1) point for every five (5) degrees of roll remaining when the aircraft has reached its exit heading.

Other members of the sub-committees were concerned that this deletion might leave a loop-hole in the judging criteria, despite the current Rule 5.3.1.8. which requires the even integration of rolls within the figure, but does not specify particular downgrades.

The sub-committees recommend that plenary task the Judging Sub-Committee to review the detailed judging criteria for figures in Family 2.3 to 2.20, and submit recommendations for the 2012 plenary, with a view to improving consistency in judging of these figures.

RSC Proposal 9: Versatility in Free Programmes

Source: United States proposal #1.

Sub-Committees recommend the incorporation of all elements of US proposal #1, shown highlighted in the following table:

4.3.3.6. Versatility

Family	Yak 52	Advanced	Unlimited
1	Not Required	At least one figure	
2	At least one from 2.3 to 2.20		At least one from either 2.5 to 2.15 or from 2.17 to 2.20
5	At least one figure		
6	Not required		At least one figure
7	At least one figure		
8	At least one figure		
9.1 to 9.8	At least one from each subfamily		Not specified
9.9 and 9.10	At least one	At least two, no sub-family specified	At least two from each subfamily
9.11 and 9.12	At least one figure from either		
Opposite Rolls	At least one instance with elements from Families 9.1 to 9.10		

Rationale:

The USA proposes to amend the Versatility requirements for Power Programme 1 to remove all limits on the maximum number of figures from any given Family included in the Free Programme design.

Section 4.3.3.6 of the FAI Sporting Code, Part 1, specifies the minimum figure requirements for constructing Programme 1, the Free Programme. The purpose behind a "versatility" rule for a pilot-designed sequence is to ensure each pilot demonstrates their skills across the spectrum of Aresti families. Once those mandatory figures are included in the Free Programme design, the pilot should be free to include whatever other figures he/she so chooses.

Including two spins in a Free Programme, for example, may or may not be the best design strategy (the current 4.3.3.6 restricts the sequence to one spin), but if the pilot has reason to include more than one spin, why not? Why restrict the Free Programme design to four humpties, but allow an unlimited number of half loops, as the current rule does?

Including a minimum set of required figures is absolutely required to demonstrate the versatility that each pilot possesses to fly figures from across the Catalogue families. However, there is no reason to regulate the maximum number of certain figures. The existing rules governing maximum number of figures and maximum K-Factor, along with common sense, provide the necessary boundaries on the figure composition of a Free Programme design, without the artificial limits currently specified by 4.3.3.6.

National Proposals Forwarded to Plenary

With only three Rules Sub-Committee Members present, a strong consensus was not available for some national proposals. Therefore the following national proposals are forwarded unaltered for consideration at Plenary.

Norway Proposal #1: Unknown Figures (Advanced)

Sporting Code Section 6, List of figures for Programme 2 and 3
Rule 9.14. Family 8.13 To 8.18

Add the following:

9.14.1.2. Advanced: No flick roll permitted on the 45° down line of 8.15, 8.17 or 8.18

Rationale:

Structural safety. The loop and line segments in these figures may easily, unless careful "g" control is exercised, result in a speed build up unsafe for a flick.

Opinion in the Rules Sub-Committee was 2:1 against this proposal, but it is forwarded to plenary because of the implied safety issue.

Russia Proposal #4: Flick Rolls in Unlimited Unknowns

Sporting Code Section 6, Rule 4.3.4.4. a), Table.

Increase total number of allowed flick rolls from 6 to 8. Allow a maximum of 5 from either sub-families 9.9 and 9.10.

Russia Proposal #5: Figures in Unlimited Free Programme

Sporting Code Section 6, Rule 4.3.3.1., Table.

Reduce total number of figures in Unlimited Free Programme from 9 to 8.

Russia Proposal #6: Total K for Unlimited Free Programme

Sporting Code Section 6, Rule 4.3.3.1., Table.

In case Russia proposal #5 is not accepted – Increase Total figures K factor in Unlimited Free Programme to 470.

Note: Russian Proposals 7 and 8 did not survive Sub-Committee consideration.

South Africa Proposal #1: Combined Yak52 & Intermediate Championship

The Sub-Committees discussed this proposal at length and decided that it should be forwarded to plenary with the following recommendations:

Any Intermediate championship sanctioned by CIVA should be considered as a Class II FAI event and be accorded only regional status. Organisers would remain free to choose to have individual Intermediate or Y52 events or to combine them if appropriate to local aircraft resources.

The full text of the proposal is reproduced below.

Background

Two years ago a proposal was submitted to CIVA for the introduction of an Intermediate Class, this never received the required number of votes, and feedback was that an additional competition with all it entailed would only complicate the CIVA competition calendar.

It is now intended to reintroduce this proposal in a modified form, in order to eliminate all the perceived problems, whilst at the same time benefiting an existing contest already taking place. At present the Yak52 Championships have never attracted a large number of entrants, this was partially due to probably setting the flying standards too high, this was recognised and modified by CIVA last year. However no bid was submitted for 2011.

It is now proposed to introduce an Intermediate class to be run to the exact same flying regulations and in conjunction with the Yak52 contests, the same sequences would be flown with regards to all programmes, using the same set of officials and judges, only the regulations with regards to pilot qualifications and aircraft would differ.

The main benefit from this proposal is that we would almost certainly get numerous Intermediate entrants and this will make the combined Yak52/Intermediate Championship far more viable financially, with a major increase in income (probably double), whilst there would be no increase in the basic contest structure i.e. the cost of officials and judges would remain constant. This would make it far more attractive to bid for such a combined contest.

Proposed Format

CIVA Regulations would need to be modified on the following basis:

- a) Intermediate would operate in all aspects in an identical manner to Yak52, programmes would be flown in an integrated manner, i.e. both types of entry would be treated in exactly the same manner with regards to flight order and judging.*
- b) No aircraft restrictions would apply to the Intermediate Class, being the same as the Advanced Class.*
- c) Pilot restrictions would mirror those of the Advanced Class, but would include similar wording to exclude entrants on the same principle in both the Unlimited & Advanced Classes.*
- d) The Yak 52 and Intermediate results would be determined separately, consideration could be given to a separate combined classification as well.*

Benefits

- a) A new group of pilots would be introduced to International Competition, receiving the benefit of International Competition and camaraderie and providing a platform for creating a future pool of pilots for the Advanced and Unlimited Classes.*
- b) CIVA would benefit from an increased sanction fee base.*
- c) Many Aero Clubs who currently do not have many Advanced pilots or those that do not operate Yak52s would now have an opportunity to participate internationally.*
- d) Widening the base of aerobatic competitions is in line with FAI Policy.*

- e) *An opportunity would be created to bring in new aerobatic judges, as a stepping stone to the Advanced and Unlimited Classes.*
- f) *The current situation where modified Yak52s are being entered will be resolved, they can fly in Intermediate, thus not denying them an opportunity to compete and retaining the original intent of the Yak52 contest.*
- g) *Aircraft considered obsolete from the Advanced and Unlimited classes, such as the Zlin 50 series, Pitts Specials and many others would be competitive in the proposed class.*

South Africa Proposal #3: Bidding process for Championships

The sub-committees considered the proposal to have considerable merit. However, the process for bidding is not strictly a matter for Section 6 of the Sporting Code, but for administration within CIVA. Therefore the proposal is forwarded in its entirety for discussion at plenary and implementation thereafter as the President of CIVA sees fit.

Background

For the season 2011, we saw a very well motivated and detailed proposal from the USA to stage the WAC for 2011, narrowly defeated at the CIVA meeting, by a bid a lot less detailed and which has subsequently proved to be unable to fully comply with CIVA Regulations, as it has since been established that Italy is not in a position to train or provide line Judges. (Subsequently following the forced revised location in Italy, it would not have been possible to facilitate line judges anyway due to site constraints). The main factor behind this voting at CIVA was almost certainly not the quality and content of the bid, but rather geographical considerations, which transfers into cost considerations when staging a Championship outside of Europe.

Proposals

- a) *That CIVA introduce a formal evaluation system for bids for Championships, which takes into account all the detailed requirements to stage such a championship and to comply with CIVA Regulations and the results of the subsequent evaluation be submitted to the CIVA Plenary for formal approval. (See attachment to this document for copy of the Evaluation System Form)*
- b) *That CIVA introduces a system where every fourth championship in the series of the various CIVA championships to be held outside of Europe or preference be given to a bid from outside of Europe, providing the evaluation envisaged in a) above is positive. This proposal to be retrospective. This proposal is not intended to limit bids from outside Europe to every fourth year, but merely to give some assurance that there is a fair spread of venues in the overall picture.*

Comment

Whilst the majority of competitors are located in Europe, there are significant entrants from other Continents mainly the USA, but also in recent times from South Africa and for this year's WAC from Australia also. Whilst these Aero Clubs are used to finding the funds associated with competing at long distance, it is not fair and reasonable to expect them to be permanently placed at a disadvantage. This proposal of in effect having 75% of the championships in Europe would address this situation, whilst allowing those outside of Europe to plan well ahead and not waste time and effort in preparing bids, which in effect are not settled on merit but rather from cost considerations associated with travel.

Judging Sub-Committee Proposals

The following changes are either to reflect the actions we are currently taking or to improve our procedures. Consensus was obtained within the Committee with participation from all members.

JSC Proposal #1: CIVA Regulation 7.1.1.4.

Remove the words at the end “with the aid of the President of the Judging SubCommittee”

Rationale: This is not happening; it is therefore superfluous to requirements.

JSC Proposal #2: CIVA Regulation 7.1.1.5.

Remove the words:

“and before it begins he must hold practice sessions on the judging line during the contestants training flights (see 6 below).”

Rationale:

This is outdated and refers to the time when each competitor was allowed 15 minutes in the performance zone, this was replaced many years ago by the Q programme, any free practice which now takes place is before the officials are required on site, in order to comply with this wording we would require judges to be on site earlier and therefore extend the costs. Currently we are holding more structured seminars.

JSC Proposal #3: CIVA Regulation 7.1.1.8.

Remove this clause and replace with the following words:

“In the case of a difference of opinion with regards to a hard zero (HZ) mark, insertion penalty or interruption penalty, a Judging conference will always be held to resolve differences. The official video shall be available to assist in such discussions when it concerns a matter of fact”.

Rationale:

Since we now include the Q Programme in each Judges RI rating it is important that each judge be allowed to query any differences and not be overruled at the discretion of the Chief Judge. In addition the Q Programme is automatically counted in Yak52 and is frequently included in the official results when weather intervenes in both Advanced & Unlimited, therefore this programme should be treated in the same manner as all the others.

JSC Proposal #4: CIVA Regulation 7.1.1.10.

Remove CIVA Regulation 7.1.1.10. in it's entirety and replaced with a notation that as Programme 4 is on a comparative basis, with each judge retaining their scores until the end of the programme, that each judge should set their own standard taking into account that near maximum or minimum scores on the first flights would restrict future comparisons for superior or inferior flights.

Rationale:

In order for this to effective all judges would need to be adjusted to conform to a standard, this simply does not happen and in any case is not desirable as this could compromise each judges style and have an effect on the FPS System.

JSC Proposal #5: CIVA Regulation 2.1.2.1.

Remove the words:

“An additional three Judges may also be allowed to participate but could be subject to an entry fee in exceptional circumstances”

and replace with:

“An additional three judges may be allowed to participate, but their entry fees are not required to be covered by the organiser”.

Rationale:

This clause is in effect not being followed, both Poland & Slovakia have not complied this year and Italy was only compliant after much debate. The possibility of having more than seven judges is still allowed.

JSC Proposal #6: CIVA Regulation 2.1.3.1.

Remove the words:

“or invited by the organisers of International Competitions”

Rationale:

This should be the prerogative of the JSC, when the WGPAA made their own selection a few years ago; there was a strong reaction against this.

JSC Proposal #7: CIVA Regulation 2.1.3.2.

Remove the words:

“ ... or flown in that level competition as a pilot, or served as an official team trainer whose duties include critiquing appropriate level team members”.

Rationale:

This is from a previous era of Judge selection, what we currently have in place for judge selection conflicts with this, we now require RI information whether on our own database or that of the Aero Club concerned.

JSC Proposal #8: CIVA Regulation 2.1.3.2. b)

Change six months to four months, prior to the beginning of the Championship.

Rationale:

The current six months generally falls within the final stages of judge selection, four months is more than adequate and gives more than sufficient time for judges to consider their response.

JSC Proposal #9: CIVA Regulation 2.1.3.2. c)

Remove the wording

“ ... in addition, prior to the championships, the Chief Judge shall conduct an oral interview with each prospective International Judge. This interview will determine the judge’s basic competency and knowledge of the rules. This examination shall include but not be limited to: judging criteria, familiarity with the Aresti system (Condensed), and the ability to immediately interpret complex figures and sequences”.

In the subsequent sentence remove the word: “also”.

Rationale:

This process is outdated and superseded by the current judge selection process which relies on RI data from actual contests provided by the ACRO system. With judges being selected and verified by the CIVA Bureau and in many cases having already paid their travel expenses, such a procedure immediately before a contest is simply inappropriate.

JSC Proposal #10: CIVA Regulation 2.1.3.2. d)

Remove 2.1.3.2.d) in its entirety.

Rationale:

This procedure is superfluous as the judging selection process is predetermined, this procedure was appropriate in the days when judges presented themselves on site, which is now not the case.

JSC Proposal #11: CIVA Regulation 2.1.5.1. b)

Remove the words:

” ... if the electronic tracking system is not in operation”.

Rationale:

This is factually incorrect, Judges mark positioning regardless of whether an electronic system is present or not, only the K factor differs.

JSC Proposal #12: CIVA Regulation 2.1.5.2.

Replace the current paragraph with the following::

“All Judges who wish to be represented on the Board of Judges must have a qualified assistant, who must also be approved by the Judging SubCommittee and verified by the CIVA Bureau. Any changes in assistant will require approval prior to the commencement of a contest or a programme by either the Judging SubCommittee or Contest Jury as appropriate, without such approval the Judge will be excluded.”

Rationale:

This wording describes more correctly the current procedure, the previous wording was more appropriate to the times when judges were not pre-selected.

JSC Proposal #13: CIVA Regulation 2.1.5.5.

Remove word: “organisers”
and replace with: “... the Chief Judge and approved by the JSC”.

Rationale:

This change reflects actual practice, the Chief Judge should have some say with whom he works with and relies upon on the judging line.

JSC Proposal #14: CIVA Regulation 2.1.10.1.

Remove the words: “... of the timekeepers assigned to ...”
add at the end of the paragraph “... and his assistants”.

Rationale:

This change reflects actual practice, timekeepers have not been assigned in the last twenty years.

JSC Proposal #15a: CIVA Regulation 4.2.2.7. a)

Add new Rule: 4.2.2.7. Penalised Breaks

Renumber existing 4.2.2.6. d) as 4.2.2.7. a)

add the following words after the first sentence:

“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”.

Rationale:

This situation has caused discussion on a number of occasions, a pilot must be allowed to correct an error of direction after taking a penalised break and after incurring an HZ, if this is not allowed the entire remaining sequence would be compromised, which would be extremely harsh.

JSC Proposal #15b: CIVA Regulation 4.2.2.7. b)

Add the following new paragraph:

“Where an error is made that leads to a penalised break during, or after, a figure that should end on the secondary axis, the “correct” direction of flight on this axis is determined by the pilot when he initiates the turn or rotation that leads to the planned axis change. For example, when starting a 1¼-turn spin, the correct exit direction is set at the start of the spin. When re-starting on the secondary axis after a penalised break, the direction of flight must accord with this “correct” direction previously determined by the pilot’s earlier actions.

Rationale:

This clarifies the requirement for re-starting after a break from a botched figure that should have ended on the secondary axis.

JSC Proposal #16 - CIVA Regulation 7.2.1.1.

Add the following sentence:

“A Judge has the right to ask for a video review, if it is determined at a Judging conference that his written score is incorrect and he is not in agreement with this ruling”.

JSC Proposal #17: Marking of Positioning

Background

Currently the subject of positioning is dealt with in two places in the Regulations:

- 5.1.4. Marking of Positioning, and
- 6.9 Positioning

The information contained within these regulations deals basically with three topics:

- a) Optimum positioning of each individual figure from a judging perspective
- b) Average positioning of all the figures in the sequence relative to the performance zone
- c) Performance zone boundary infringements if no line judges or electronic system is in place

Depending on c) above the K factor for positioning varies considerably. When neither Line Judges nor an electronic system is in place, the K factor at Unlimited level is 60 in all programmes except the final freestyle. This often makes a pilot's positioning score among the highest for the sequence, providing a major influence in the contest results.

The proposal here is that we should pull together these unnecessarily separated passages into a single coherent set, and clearly define the process by which all judges should reach their positioning mark for each pilot. This would allow optimal individual figure positioning to be taken into account as it occurs and not retrospectively at the end of the sequence.

In addition the opportunity should be taken to enable the judging panel to be responsible for judging performance zone boundary infringements if Line Judges and/or an electronic system are not available or in place.

The proposals aim is to:

- Adopt a logical process to determine the mark for position and symmetry.
- Achieve uniformity among judges through the use of standardised systems.
- Record an audit trail of sub-optimal figure positions for post-flight judging line review.
- Provide clear reasoning to support the given Positioning mark for the benefit of the pilot.
- Empower the judging panel to handle 'box outs' in the absence of Line Judges or an electronic system.
- Collate these currently separated items into a unified solution to simplify understanding and practice.

The following specific changes are proposed:

5.1.4 Revise the heading to: "Marking of flight Positioning and Symmetry"

5.1.4.1 Unchanged

5.1.4.2 Change to: "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."

5.1.4.3 Unchanged

5.1.4.4 Delete “When line judges are not used, “. The paragraph starts “It is particularly important ...” etc.

Transfer: The entire text of 6.9.1.1 and 6.9.1.2 should be transferred into 5.1.4 at this position, and renumbered accordingly.

5.1.4.5 Change to: “The K factor accorded to positioning marks will be as follows:”
Unlimited – all programmes: 40K
Advanced and Y52 – all programmes: 30K

Note: This requires that a new tariff of K factors be agreed for Positioning, which remains constant regardless of whether the judging panel, line judges or an electronic scoring system is utilised. This tariff should be determined after consideration of its likely effect on the overall scoring situation, but might comfortably sit between the two sets of numbers that we currently have in place, as exemplified above.

Transfer: The entire text of 6.9.4 “Sequence Symmetry” (6.9.4.1 and 6.9.4.2) should be transferred to 5.1.4 at this position, and renumbered accordingly.

Transfer: The entire text of 6.9.5 “Summary” (6.9.5.1 and 6.9.5.2) should be transferred to 5.1.4 at this position, and renumbered accordingly.

New Para: 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.

New Para: When dictating the mark for each figure to the scribe, the judge should 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 should 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) should be used:

<i>Figure placement:</i>	<i>‘Pos’ annotation:</i>
Somewhat: <u>left</u> of the ideal position:	“L”
<u>right</u> of the ideal position:	“R”
too <u>near</u> to the judge:	“N”
too <u>far</u> from the judge:	“F”

Considerably: <u>left</u> of the ideal position:	“LL”
<u>right</u> of the ideal position	“RR”
too <u>near</u> to the judge	“NN”
too <u>far</u> from the judge	“FF”

New Para: 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.

JSC Proposal #18: Boundary Judging

Section 6.9.2, Performance Zone Boundaries, should be deleted in its entirety and replaced in 5.1.4 as follows:

New Para: “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 should 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:

This allows a far simpler method of determining line outs, where no line judges or electronic systems are present. Pilots will have a means of checking the penalty by reference to their Form A and Flight Summary Sheet, whereas at present such penalties are buried in the overall mark given for positioning.

JSC Proposal #19: CIVA Regulation 7.2.4.

Revise the heading to:

“Errors in recording Hard and Perception zeros”

Amend text to read:

“The Chief Judge will examine the reasons given by the scoring judges for the award of hard zeros and perception zeros. If a scoring judge has made a mistake and quoted a reason not applicable to the recorded mark, e.g. “HZ: No slide” where the figure is a tailslide, the Chief Judge will instruct the scoring judge to change his mark to PZ. If however the judge has recorded for a tailslide “PZ: Fell the wrong way” then the Chief Judge will instruct the scoring judge to change his mark to HZ. In this way true zeros can all be brought to a common solution, providing correction to the judge and clarity for the pilot.”

JSC Proposal #20: CIVA Regulation 6.9.1.1.

Remove wording:

“ ... in one or two ways: mechanically, by means of a tracking device: or ... ”

Rationale:

The current wording is factually incorrect, there is no mechanical system for scoring positioning, only to indicate performance zone infringements, which is a separate issue.

President's Proposals

A number of proposals by the President were discussed by the sub-committees. The following are recommended for discussion at plenary, with additional comments added.

President's Proposal #2: The FAI Challenge Trophy

The FAI Challenge Trophy was donated to the FAI in the 1970's and recognizes the World Champion Women's Team at WAC.

Due to the decrease in female pilot participation at WAC, the trophy has not been awarded since 2001. It was stored in Lausanne since 2001, shipped to Silverstone in 2009, and then shipped again to from the UK to Italy this year. According to the final entry list for WAC 2011, it will not be awarded. It is time to change the awarding of the trophy so it remains alive and vital.

It is proposed that the existing Royal Aero Club Trophy, which is actually a small plaque with no more room for nameplates, be retired. The FAI Challenge Trophy will be awarded in its place to the Women's World Aerobatic Champion.



Sub-Committee Comment:

There remained one medallion place on the Royal Aero Club Shield and this was awarded at WAC 2011. As Jury President, Alan Cassidy spoke to some of the female pilots and there was support for the idea to add a larger shield behind the existing one in order to create more space on the current trophy. The FAI Challenge Trophy is seen as somewhat unwieldy by most of the female competitors.

Awarding the FAI Challenge Trophy to an individual champion would mean that no trophy remained should sufficient female teams be available in future. Had there been one more female German pilot, for example, there would have been a quorum at this year's event. Is there no chance that we will see women's teams again?

President's Proposal #3: Height Measuring Device (HMD) for Power

The Polish have created a new HMD this year and after approval by the GASC, it will be in use at the WGAC/WAGAC this year in Torun, Poland.

It is proposed that this device be studied for use in Power. The evaluation of its feasibility for use in powered aircraft to be carried out by a Working Group appointed by the CIVA President. The Working Group will report to the plenary in November 2012, if possible, with the goal for implementation in 2013.

President's Proposal #4: Cost Savings

Elsewhere in this document are various references to ways to save costs in the organization of FAI Championships. This would encourage more bidders and keep Entry Fees under control.

The following rules should be reviewed with an eye on modification or elimination to save costs without sacrificing contest quality to an unacceptable degree. In the table below, the rules referred to are the paragraph numbers in Part 1. Equivalent rules in Part 2 should be examined as well: I hasten to point out that I do not necessarily support the rules changes listed above, but in light of other proposals that have been made, they should be discussed. I oppose the elimination of Line Judges, for reasons I have consistently stated for many years. But if we do eliminate them, then the possibility of other rules changes must be considered.

Rule	Subject	Review
2.1.10.	Timekeepers	Eliminate this rule provision. It also contradicts 2.1.6 which states the Chief Judge and his assistant will carry out timing. Also a JSC proposal.
4.1.2.1.	Accommodation	Organizers should be required (not optional) to offer reduced Entry Fee and possibility of Teams booking their own rooms, therefore controlling their costs. This is an option now but should be a requirement. <i><u>Sub-Committee Comment:</u></i> <i>Sub-Committees recommend adoption of the same wording as currently exists in Part 2. If Teams wish for assistance in finding accommodation, the organiser can be asked for help.</i>
4.2.2.2.(c)	Wind Limits	While there have been discussions on wind limits in the past, these points needs to be raised again in the context of the JSC's proposal to eliminate Line Judges. If the boundaries are not guarded, then there really is no "box". Therefore, are the current wind limits valid? <i><u>Sub-Committee Comment:</u></i> <i>Sub-Committees recommend retention of the existing wind limits.</i>

4.2.5. & 4.7.	Aerobatic Zone Markings	<p>In conjunction with the discussion on Line Judges, if there are no guarded boundaries, is it necessary to have the extensive box markings the rules now require, as considerable expense to organizers?</p> <p><u>Sub-Committee Comment:</u></p> <p><i>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.</i></p>
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Authentication:



Alan Cassidy
Vice-President
Acting Chairman
16 September 2011