

AGENDA ITEM 9.1

CIVA RULES & JUDGING SUB-COMMITTEES REPORT **Recommendations for Rules Changes for 2008**

The CIVA Rules and Judging Sub-Committees met in Granada, Spain on 23 June 2007 to consider the rules proposals submitted by Delegates for the 2008 contest year.

Present: Jiří Kobrle (Czech Republic), Robert Chomono (France), Anatoly Belov (Russia), John Gaillard (South Africa), Greg Dungan (USA), Osmo Jalovaara (Finland), Mikhail Mamistov (Russia), Lars-Göran Arvidsson (Sweden), Steve Green (Great Britain)

Apologies: Liz Cook (Australia), Alan Cassidy (Great Britain), Brian Howard (USA)

Observers: Ann Salcedo, Graham Hill

The following is a summary of the proposals, which are recommended for adoption at the 2007 CIVA plenary meeting in Lithuania. These proposals are for Section 6, Part 1 (Unlimited and Advanced Categories). The Glider Aerobatics and Catalogue Sub-Committees will report separately.

The proposals, which were adopted or modified, are presented below. Those not recommended by Sub-Committee will not be considered by CIVA during the plenary meeting and are not presented below. Please note the “rationale” for each proposal is not included in order to save space. Delegates must view the original proposals to read the rationale behind each of them.



PROPOSALS OF FRANCE

Proposal #3

Proposal Regarding Team Awards in Unlimited Category (ref. Rules 4.5.1.1.g, 4.5.1.2.c, 1.2.4.1.a.iii, 1.3.1.3.g)

Rule 1.3.1.3.g reads: *"Women's World Champion Team: Will be that women's team with the highest total number of points in Programmes 1, 2 and 3 taking into account the three highest individual scores in that team, provided that there are at least 3 female teams with at least 3 competitors each."*

We suggest the following changes (also taking into account better consistency with rule 1.2.4.1.a.iii.):

"Women's World Champion Team: Will be that women's team with the highest total number of points in Programmes 1, 2 and 3 (or relevant programmes consistent with rule 1.3.1.1.b), taking into account the three highest individual scores in that team (or two if rule 1.2.4.1.a.iii is into force). In the event that fewer than 3 teams comprised of 2 or more female pilots compete, the Team awards will be given regardless of gender, i.e. taking into account the total number of points of the three highest individual scores of the mixed teams."

Note: Rules 4.5.1.1.g and 4.5.1.2.c shall be updated accordingly.

Rule 1.2.4.1.a.iii reads: *"In the event that fewer than 3 teams comprised of 3 or more male or female pilots, the number of pilots required to constitute a team will be reduced to 2."*

However this only applies to World Championships and we feel it would be consistent to have this rule made applicable to Continental championships as well.



PROPOSALS OF RUSSIA

Alternate Proposal #1

Make the maximum figure number for free program in unlimited 8 with total K 420 for the next year.

Proposal #2

Remove requirement to include spin in Unlimited Free program.

Proposal #5

Judges' selection program:

Determine quality of judging (rating of judges) by the most important index - RI.

Proposal #6

FPS:

1. There should be a clarification of the priorities in determination of Super-Families:

- If there are both a snap and a spin on one figure, which Super-Family number it is (probably not likely in Advanced or Yak 52 category but still...)?

- If there is a snap on a Stall turn, which Super-Family number it is (possible)? In our opinion it should be 04.

Note : The Sub-Committees agreed that clarifying language should be added to the tables on pages 69-70 of Sporting Code.

Proposal #7

Aerobatic box must be clearly marked according to 4.7. The markers must be visible from any working height.

The marking must be done prior to the beginning of the competitions (start of Program Q) and aerial pictures of the aerobatic box made along both axes must be distributed among the Jury members and Team representatives so everybody can check the correctness of the box geometry and familiarize with the references.

Judges' positions have to be shown on the pictures.

Proposal #8

Remove:

5.1.1.3. Where the majority decision of the Panel of Judges is required, in a case of disagreement about the penalisation of the flight of a competitor, the Judge of the same country as the competitor shall abstain from voting. In case the required simple majority could not be rise from a vote within the Board of Judges, the Chief Judge shall have a casting vote.

Proposal #9

Set the weather limit for Freestyle Program the same as for flights with an interruption.

Proposal #10

Either:

Change the status of Freestyle Program not making it the Final

or

Not allow pilots with ranking lower than 20th participate in the program.

Proposal #12

Make Second Unknown the Free Unknown.

1. Figures for both Unknowns are to be submitted at the same briefing after the Program Q has been completed.
2. Every pilot has a right to create his/her own sequence using minimum 1 maximum 4 additional figures to aid in the composition.
3. The International Jury makes the sequence to be used by default using minimum 1 maximum 4 additional figures to aid in the composition.
4. Independently on this additional figures K numbers their total K factor is designated as 24 equally distributed among them (for example if the number of additional figures is 3 each of them will have K=8).
5. Pilots have to submit their sequences for checking to the organizer not less than 48 hours prior to the scheduled for this Program time. By that time the Jury's sequence has to be published. Pilots who fail to submit their versions of the program will have to fly a sequence created by the Jury.
6. In case an error is found in a sequence all corrections are to be finished not less than 24 hours prior to the scheduled for this Program time. Otherwise a pilot who failed to complete all corrections by this time will have to fly the Jury's sequence.

Proposal #13

Change the Criteria for all partial, horizontal and Combination 8's (Families 7.19 – 7.38):

- the entry and exit radii do not have to be identical to $\frac{3}{4}$ loop radii in these figures.

Proposal #14

1.2.4. Team Composition

1.2.4.1. World Championships

a) "U"

c) The team of each national aero club may include the following officials: 1 chief delegate, 1 team manager, 1 chief trainer, trainers, ~~1~~ doctors, ~~1~~ interpreters, ~~and no more than 3~~ mechanics etc.

1.2.4.2. Continental Championships and International Competitions

The composition of teams and the number of members of a team will be fixed by the organizing aero club.

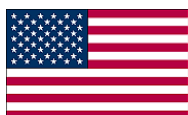
a) "U"

~~As a guide line, the following composition of a team is recommended: 4 competitors, 1 chief delegate, 1 mechanic, 1 trainer.~~ For Continental Championships, the number of competitors of each national aero club should be no more than ten (10), of which no more than six (6) may be of the same gender.

b) "A" and "Y52"

~~As a guide line, the following composition of a team is recommended: 6 competitors, 1 chief delegate, 1 mechanic, 1 trainer.~~

For Continental Championships, the number of competitors of each national aero club should be no more than eight (8).



PROPOSALS OF USA

Proposal #2

Changes to List of Unlimited Unknown Figures

The USA proposes to amend Section 9, "List of Figures for Programmes 2 and 3," 2007 *FAI Sporting Code, Section 6*, as follows:

9.10. Family 7.1 To 7.10

Add note:

Unlimited. Eight-point rolls (9.8.3.4) are not permitted on 7.5.3 or 7.5.4.

Proposal #3

Changes to List of Unlimited Unknown Figures

The USA proposes to amend Section 9, "List of Figures for Programmes 2 and 3," 2007 *FAI Sporting Code, Section 6*, as follows:

9.15. Family 8.31 To 8.40

Add note:

Unlimited. Flick rolls are not permitted on the top of figures in columns 1 and 2 of figures 8.33, 8.34, 8.39, or 8.40 when preceded by a vertical roll exceeding 3 stops or more than 360 degrees of rotation.

Proposal #6

Clarification to Free Programme Versatility

The USA proposes to amend the table in Paragraph 4.3.3.6. of the 2007 *FAI Sporting Code*, *Section 6*, to change the first column of the last row to read:

“Opposite **Family 9.1 – 9.10** Rolls”

URGENT PROPOSALS CARRIED FORWARD TO SUB-COMMITTEE **(from 2005 & 2006)**

The two “Urgent Proposals” below were submitted in 2005 and 2006 after WAC, AWAC, and EAC in those years. These were considered by Sub-Committees at their meeting in Granada and are recommended to plenary as follows:



CHIEF JUDGE – WAC 2005

John Gaillard

Proposal #1

Marking of Positioning

This contest had no line judges or electronic instrumentation, which meant that the higher K factor of 60 was in place; this led to an increased focus on the criteria to be applied by the judges for positioning.

Judges are required to deduct points for errors as per the judging criteria; scores are not awarded for figures flown well. If an aircraft is way out of the box (as was the case in many instances in Burgos) the aircraft could be up to 1,5kms from the judges and at an angle, this is three times the ideal position of an aircraft centred in the box. In these circumstances it is difficult if not impossible to spot minor errors, only major errors will be picked up and downgraded, the competitor will therefore have gained an advantage in certain instances. This therefore was probably the intention of making the K factor so high at 60 to counteract such difficulties of downgrading figures.

However reference to the criteria for positioning calls for a number of subjective decisions from the judges, if electronic or radar was to be used it would only be getting an average position in the box graded accordingly. The mixture of subjective & objective criteria is problematical and leads to a scores for positioning which can be dubious, in order to rectify this the following is recommended.

Recommendation

That the current positioning score based on the current criteria be scrapped and replaced by two separate scores as follows: -

- (a) Positioning – To be determined on an objective basis
- (b) Presentation – To be determined by the appropriate criteria as currently in the regulations

Positioning (by judges)

That for the purpose of determining a positioning score the performance zone be divided into nine individual zones, far left, far centre, far right, centre left, centre-centre, centre right, near left, near centre, near right. As each figure is flown the judge would indicate to the assistant which zone the figure had been flown in or centred on as appropriate, this information being marked on a sheet provided. At the end of each flight, a quick calculation would take place whereby opposite notations in each of the nine zones be cancelled out e.g. three left centres would cancel out three right centres and a left far would cancel out a near right. The resulting remaining notations would give an indicated position of each unbalanced figure. For those not in the centre-centre zone the resulting figures should be considered as a percentage of the total figures in the sequence, e.g. if three figures remained un-cancelled outside of the centre-centre zone and the sequence had contained twelve figures, 25% were misplaced resulting in a positioning score of 7,5.

In addition to the above when no line judges are being used, those figures flown clearly outside the box would be marked on the working sheet accordingly and taken for the purposes of the previously set out calculation to the nearest zone closest to the edge of the box where the box out had occurred. An additional one point per box out or figure started out would then be deducted from the previous figure, i.e. if one box out had been noted in the previous example the score would now revert to 6,5.

The K factor for this positioning exercise would be 40K with or 50K without line judges, when line judges are utilised the additional calculation for box outs would be omitted.

Should an electronic system be available, the judges would not give any scores for positioning.

Presentation

All the current criteria for the optimal placement of figures and sequence symmetry would be used to establish a score for presentation worth 20K



Proposals from Sweden (AWAC 2006 and EAC 2006)

FAI Sporting Code, Section 6, Part 1

1. **Inspection on site 3 month before** by the CIVA's contest organisation to guide the organiser to optimise the contest.
2. **Judges debriefing after efficient analysis** of result (as Steve Green did at EAC 2006).

Note: The Sub-Committees agreed to recommend Points 1 and 8 of the original Swedish proposals which are numbered 1 and 2 above.

WORLD AIR GAMES RULES PROPOSALS

The World Air Games will take place in 2009 in Turin, Italy. CIVA is now required to finalize the rules for the aerobatic section of the Games. At the time of the rules proposal deadline, only the United Kingdom had submitted any ideas for WAG. These are presented below for powered aerobatics only. The Glider Aerobatics Sub-Committee will make its own presentation.



PROPOSALS OF GREAT BRITAIN FOR THE WORLD AIR GAMES

The World Air Games Format

This document contains the UK suggestions for the format of powered aerobatic contests at the World Air Games in 2009.

Sport or Spectacle

It is clear that some Delegates at CIVA consider these two things to be mutually exclusive. This need not be the case. The WAG content, however, must contain elements of true competition, producing recognised, authoritative Champions. The programmes flown by pilots must also be entertaining and must represent the true pinnacle of our sport. The challenge to CIVA is to find formats that fit this scenario.

Representation

The impact of the WAG will be as a 'cameo' of sporting activity and it should appeal to as wide an international audience as it is possible to create. It is therefore essential that as many different nations as possible are represented at the event, and my suggestion is that each pilot should come from a different country.

Selection of countries invited to send pilots should be done primarily on the basis of Team results from recent FAI Aerobatic Championships (WAC and EAC) whilst avoiding the trap of becoming totally Eurocentric.

My suggestion, assuming a total of 10 nations, is as follows:

- From recent WAC Success: *Russia, USA, France*
- From recent EAC success: *Spain, Switzerland, United Kingdom, Lithuania*
- From Africa/Antipodes: *South Africa, Australia*
- Lastly: *The host country.*

Countries listed above must be approached as soon as the WAG contract is let, to confirm that they will nominate a suitable candidate and a national reserve. If any country declines, then additional countries can be approached: *Czech Republic, Ukraine, Canada* spring to mind.

The selection of countries must be top-down, based on recognised criteria, with published reasons. I don't think the selection criteria should be personal, just national. The selection of individuals will then become a national responsibility.

Time Available

From the draft plan included in WAG Brochure (downloadable from FAI website) and the versions tabled at plenary, Powered Aerobatics can expect to occupy at least three flying periods. Thus *each pilot is likely to fly three programmes*, plus some training flying.

There are reserve days during which additional time may become available. I don't imagine the organisers will want silent skies for two days, but this time cannot be relied upon for programme planning.

Programmes to be Flown

In order to preserve the sporting integrity of the event, at least one of the programmes should consist of *Classic Aresti-based figures*. This sequence should represent the pinnacle of Classic aerobatics.

The *last programme should be the most spectacular* that we can mount, aimed at a non-expert audience.

The Classic Programme. I propose that the Classic sequence be a time-based free programme. Pilots will be allowed five minutes each and will fly a *Free Programme of unlimited total K*. The Programme will be marked by a panel of judges in the normal manner. This programme will satisfy the demand from traditionally-minded countries for sporting rigour in the FAI custom. Suggested changes from current CIVA Regulations would be the permission to use smoke systems during this programme, although this would have nothing to do with the scoring, and the elimination of any versatility requirements.

The Spectacular Programme. I propose that the closing programme be based exactly on the current *Final Freestyle* regulations.

The Third Programme. I make no proposal for this, as I hope that other Delegates might make creative suggestions to fill this void!!



Combination of Programme Results

In the past, there has been substantial disagreement about the aggregation of scores from Classic and Freestyle programmes. To avoid this conflict, *a new system for combining results* to find an overall WAG Champion must be devised.

I propose the following: *The winner of each programme be awarded 10 points*. Second place will receive 8 points, third place 7 points and so on. The pilot placed 10th out of 10 will receive no points.

The overall WAG Champion will be the pilot with the highest aggregate points over three rounds. *In the event of any tied points totals*, the final positions will be determined by the results of the Classic Programme.

Technical Innovations

By 2009, I am convinced that on-board height, position and attitude information will be available from a simple on-board device. Telemetry from such a device must be mandatory for WAG aircraft. It might come from *Appareo* or the *Aerosens* and CIVA must evaluate such items as soon as possible.

Additionally, aircraft must be fitted with cockpit cameras with real time transmission to show the pilots' strenuous activities properly. This technology is already in the Red Bull Time Trials.

Conclusion

CIVA must be creative in devising programmes of general interest without compromising the sporting integrity of FAI competition.

The *Unlimited Free Programme*, as described, combines sporting rigour with pilot ingenuity and is the prime determination of an FAI World Champion. It also has reminiscence with historical connotation harking back to the Lockheed Trophy and other early competitions. This seems an ideal opportunity to resurrect this idea.

The *Final Freestyle* is a showcase of pilot creativity and is of greatest public appeal. It must be given pride of place as the final programme.