

Rule Change Proposals for 2024

Draft 7-15-2023



2024-1	Synopsis	Revamp All Penalties
Current Affected Rule(s)	<i>Entire Chapter 13</i>	
Proposed Change	<p>1. Condense most penalties into two categories: "Minor" (boundary, interruption, failure to signal, etc.) and "Major" (LOW and Jury Penalty). LOW calls in Primary/Sportsman and LOW-LOWs would still zero the entire Performance.</p> <p>2. Replace the fixed number of points per category with a single percentage. Example: A Minor penalty might cost 10% of your possible points for the flight, regardless of category.</p>	
Proposer Rationale	<p>"Failure to Prepare, "Interruption" penalties apply to infractions that don't match the name such as illegal safety maneuvers, incorrect Free forms, and invalid Mechanical Defects.</p> <p>Section 13, "Penalties", has five sections covering almost two full pages.</p> <p>The severity by category is not consistent:</p> <ul style="list-style-type: none"> • Failure to Prepare: 10 points for Primary and 100 points for Unlimited (10x) • Boundary Infringement: 5 points for Sportsman and 30 points for Unlimited (6x) • Interruption: 5 points for Primary and 90 points for Unlimited (18x) • Jury Penalty: 25 points for Primary and 250 points for Unlimited (10x) <p>Boundary Infringement, Altitude, and Interruption penalties differ for Glider vs Power. The most extreme example: an Interruption in Power Unlimited is 90 points, or 23% of the ten-year average figure K for the Knowns. In Glider Unlimited, the same infraction costs 70 points or 35% of the ten-year average figure K.</p> <p>The net result should much simpler, easier to understand, and easier to remember. In addition to changes throughout the Rule Book, we would need to rework the Chief Judge Penalty Forms and make some fairly straightforward updates to JaSPer and IACCDB.</p>	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-2	Synopsis	Jury Decision Process
Current Affected Rule(s)	<i>None</i>	
Proposed Change	<p><i>(New): 31.3 Jury Decisions</i></p> <p><i>(Moved from 31.5.8f) 31.3.1 At least three (3) Jury members are required to make a formal decision.</i></p> <p><i>(New) 31.3.2 Concurrence of a majority of Contest Jury members present and voting is required to make a decision. Unanimity is not required.</i></p> <p><i>(New) 31.3.3 The Contest Jury should make decisions based on a preponderance of evidence. Evidence may be from any source that the Jury deems helpful and may be relied on to the degree the Jury determines appropriate. The assessments and perspectives of Grading Judges and the Chief Judge, as specified in this rule book, should be carefully considered.</i></p> <p><i>(Moved from 31.5.9) 31.3.4 A decision of the Contest Jury is final and may not be protested.</i></p> <p><i>(Renumber existing 31.3 - 31.6)</i></p>	
Proposer Rationale	<p>A framework that provides a Jury with basic decision-making guidance will benefit Jury members trying to come to fair resolutions as well as contest participants involved in issues needing Jury action. The proposed rules try to do this without trying to dictate every detail that might come up in the myriad of situations that could arise. Although generally applicable to protests, the same guidance should apply to Jury decisions of any kind.</p>	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-3	Synopsis	Improve Definition of Zero Lift Axis
Current Affected Rule(s)	27.2 The Zero-lift Axis	<p>27.2.1 The aircraft's zero-lift axis is the attitude at which the wing produces no lift. It is a function of the wing's Angle of Incidence relative to the fuselage.</p> <p>27.2.2 When an aircraft's flight path, in a zero-wind condition, is exactly 90 degrees to the horizon, the wings are being held at the correct angle to produce no lift.</p> <p>Clarification: The longitudinal axis of some aircraft does not match the zero-lift axis. Aircraft types whose zero-lift axis does not pass through the tail will make a spiral with the tail during a perfect vertical roll. During a true vertical roll, in all aircraft, the aircraft's wings will constantly be parallel to the horizon.</p>
Proposed Change	27.2 The Zero-lift Axis	<p>27.2.1 The aircraft's zero-lift axis is the attitude at which the wing produces no lift. It is a function of the wing's airfoil shape and Angle of Incidence relative to the fuselage.</p> <p>27.2.2 When an aircraft's flight path, in a zero-wind condition, is exactly 90 degrees to the horizon, the wings are being held at the correct angle to produce no lift.</p> <p>Clarification: The longitudinal axis of some aircraft does not match the zero-lift axis. Aircraft types whose zero-lift axis does not pass through the tail will make a spiral with the tail during a perfect vertical roll. During a true vertical roll, in all aircraft, the aircraft's wings will constantly be parallel to the horizon.</p>
Proposer Rationale		<p>The definition of ZLA in the Rules is deficient. It's not just incidence, it's also affected by the airfoil shape. With a "flat" airfoil, or semi-symmetrical (i.e., Great Lakes), zero lift happens at an angle above the chord line. Aircraft ZLA (zero lift vs a/c longitudinal axis) then is the sum of the two.</p> <p>ZLA is an esoteric idea. We may be better off if the whole concept went away. Try to fix it, or perfume it, and it could get mind-numbingly complicated.</p>

Rule Change Proposals for 2024

Draft 7-15-2023



2024-4	Synopsis	Glider Presentation K Values												
Current Affected Rule(s)	34.16.1 Category Presentation coefficients for Glider Programs are as follows: <table border="0"> <thead> <tr> <th><u>Category</u></th> <th><u>Presentation K</u></th> </tr> </thead> <tbody> <tr> <td>a) Primary</td> <td>10 K</td> </tr> <tr> <td>b) Sportsman</td> <td>15 K</td> </tr> <tr> <td>c) Intermediate</td> <td>15 K</td> </tr> <tr> <td>d) Advanced</td> <td>25 K (Known and Unknown) 35 K (Free)</td> </tr> <tr> <td>e) Unlimited</td> <td>25 K (Known and Unknown) 35 K (Free) 34.17.1(d)</td> </tr> </tbody> </table>		<u>Category</u>	<u>Presentation K</u>	a) Primary	10 K	b) Sportsman	15 K	c) Intermediate	15 K	d) Advanced	25 K (Known and Unknown) 35 K (Free)	e) Unlimited	25 K (Known and Unknown) 35 K (Free) 34.17.1(d)
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Proposer Rationale	The Advanced and Unlimited Presentation Ks should match the CIVA "Positioning K" for Gliders. CIVA uses 20K for ADV and 25 for UNL. Since there is no longer any distinction between programs for the Positioning K in IAC Power or CIVA, we can drop that as well.													

Rule Change Proposals for 2024

Draft 7-15-2023



2024-5	Synopsis	Revise Glider Presentations to be Same as for Power Categories												
<p>Current Affected Rule(s)</p>	<p>34.16 Presentation 34.16.1 Category Presentation coefficients for Glider Programs are as follows:</p> <table border="0"> <thead> <tr> <th><u>Category</u></th> <th><u>Presentation K</u></th> </tr> </thead> <tbody> <tr> <td>a) Primary</td> <td>10 K</td> </tr> <tr> <td>b) Sportsman</td> <td>15 K</td> </tr> <tr> <td>c) Intermediate</td> <td>15 K</td> </tr> <tr> <td>d) Advanced</td> <td>25 K (Known and Unknown) 35 K (Free)</td> </tr> <tr> <td>e) Unlimited</td> <td>25 K (Known and Unknown) 35 K (Free)</td> </tr> </tbody> </table>		<u>Category</u>	<u>Presentation K</u>	a) Primary	10 K	b) Sportsman	15 K	c) Intermediate	15 K	d) Advanced	25 K (Known and Unknown) 35 K (Free)	e) Unlimited	25 K (Known and Unknown) 35 K (Free)
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<p>Proposer Rationale</p>	<p>Revise to be identical to Power categories. This will streamline and align glider presentation with power presentation coefficients. There is no need to have separate presentation coefficients for glider. This will also simplify the maintenance of JaSper.</p> <p>I suspect the power presentation was updated at some point and the current glider presentation k-factors are old legacy values. This could be further simplified by removing 34.16 from the rulebook all together.</p>													

Rule Change Proposals for 2024

Draft 7-15-2023



2024-6	Synopsis	Increase No-Boundaries Presentation K												
Current Affected Rule(s)	29.2 Presentation Coefficient 29.2.1 The Presentation “K” Factor increases with the difficulty of the category: <table border="0" data-bbox="461 415 852 630"> <thead> <tr> <th><u>Category</u></th> <th><u>Presentation K</u></th> </tr> </thead> <tbody> <tr> <td>a) Primary</td> <td>5 K</td> </tr> <tr> <td>b) Sportsman</td> <td>10 K</td> </tr> <tr> <td>c) Intermediate</td> <td>20 K</td> </tr> <tr> <td>d) Advanced</td> <td>30 K</td> </tr> <tr> <td>e) Unlimited</td> <td>40 K</td> </tr> </tbody> </table>		<u>Category</u>	<u>Presentation K</u>	a) Primary	5 K	b) Sportsman	10 K	c) Intermediate	20 K	d) Advanced	30 K	e) Unlimited	40 K
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Proposer Rationale	<p data-bbox="461 1037 1425 1291">Gives more teeth and importance to the presentation score when no boundary judges set. Judges briefed that presentation k factors are doubled for the contest giving box positioning importance. Despite efforts to tell judges to significantly affect presentation scores in case of bad positioning - some hesitate to lower the scores below 5 or 6. A higher K factor would help across multiple judges to create a bit more of a spread in those cases.</p>													

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2024-7	Synopsis	Inverted Signaling
Current Affected Rule(s)	14.4.4 If the first figure following Signaling begins in inverted flight, Signaling must be performed in inverted flight and the competitor must change the flight attitude from upright to inverted only by a half-roll prior to the first wing dip.	
Proposed Change	14.4.4 If the first figure following Signaling begins in inverted flight, Signaling must be performed in inverted flight and the competitor must change the flight attitude from upright to inverted only by a half-roll prior to the first wing dip. Performing the half roll after the wing dips is not an added figure.	
Proposer Rationale	Improper signaling is a minor infraction comparable to a program interruption. The Chief Judge will assign this penalty per 13.3. Also applying an added-figure penalty (HZ on the next figure) is too onerous for the error committed. This distinction should be clear in the rules to allow judges and juries to apply consistent and fair penalties.	

Rule Change Proposals for 2024

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2024-8	Synopsis	Alternate to Inverted-Start Wing Wags
Current Affected Rule(s)	14.4.4 If the first figure following Signaling begins in inverted flight, Signaling must be performed in inverted flight and the competitor must change the flight attitude from upright to inverted only by a half-roll prior to the first wing dip.	
Proposed Change	14.4.4 If the first figure following Signaling begins in inverted flight, Signaling must be performed in inverted flight and the competitor must change the flight attitude from upright to inverted only by a half-roll prior to the first wing dip. the first two wing dips may be conducted upright. The 3rd wing dip and any additional signaling must be performed in inverted flight and the competitor must change the flight attitude from upright to inverted only by a half-roll prior to the final wing dip.	
Proposer Rationale	Aircraft with slower roll rates or asymmetrical airfoils require a greater level of effort to complete the inverted wing wags. Given that the wing wags are only intended to signal to the judges the competitor is ready to begin, why not limit the workload associated with that signaling. If the BOD does not wish to adopt this for all competitions, I recommend we allow this as an approved signaling method for gliders. This wag in procedure is used at the world level and supports the slower roll rates and asymmetric airfoils found in gliders.	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-9	Synopsis	Recording of Signaling Penalties
Current Affected Rule(s)	<i>None</i>	
Proposed Change	<i>(Add new):</i> 14.4.7 The Chief Judge shall assign a Signaling Penalty for each Performance start or restart that a competitor fails to signal, or when signals do not conform to these rules.	
Proposer Rationale	The rules need to explicitly state that the Chief Judge is responsible for recording signaling error penalties. Doing so is only inferred now.	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-10	Synopsis	Flight Awards for Hors Concours
Current Affected Rule(s)	33.1 Hors Concours Entrants 33.1.1 A competitor may compete without the intent of earning flight medals or trophies. This is called an “Hors Concours” entry	
Proposed Change	33.1 Hors Concours Entrants 33.1.1 A competitor may compete without the intent of earning flight medals, or trophies or awards. This is called an “Hors Concours” entry.	
Proposer Rationale	A first-time Sportsman competitor who chose to enter as Hors Concours could nonetheless have the best score in the category. It doesn’t seem appropriate for a HC competitor to be eligible for any awards.	

Rule Change Proposals for 2024

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2024-11	Synopsis	Deductions for Connected Rolls - Adopted CIVA Rules Change
Current Affected Rule(s)	27.11.2	If the pause between the roll and Looping Line is substantially more than necessary, deduct at least one (1) point.
Proposed Change	27.11.2	If the pause between the roll and Looping Line is substantially more than necessary, deduct at least one (1) four (4) points.
Proposer Rationale		Matches CIVA change implemented for 2023. Proposed for discussion towards whether to similarly revise IAC rules, not as an endorsement.

Rule Change Proposals for 2024

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2024-12	Synopsis	Deductions for Rolling Turns - Adopted CIVA Rules Change
Current Affected Rule(s)	28.6.8	The turn and the rolls must finish at the exact same time. If the turn and rolls do not finish at the same time, deduct one (1) point for every 5 degrees of roll remaining at the completion of the turn, or turn remaining at the completion of the roll.
Proposed Change	28.6.8	The turn and the rolls must finish at the exact same time. If the turn and rolls do not finish at the same time, deduct one (1) point for every 5 degrees of roll remaining at the completion of the turn, or turn remaining at the completion of the roll. If more than 45° of roll is flown on the exit line of a rolling turn, mark the figure HZ.
Proposer Rationale		Matches CIVA change implemented for 2023. Proposed for discussion towards whether to similarly revise IAC rules, not as an endorsement.

Rule Change Proposals for 2024

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2024-13	Synopsis	Deductions for Tailslides - Adopted CIVA Rules Change
Current Affected Rule(s)	27.11.28.9.3	The backwards slide begins when the aircraft ceases upward motion. The aircraft must slide backwards at least one-half of the fuselage length. If it fails to do so, mark the figure HZ.
Proposed Change	28.9.3	The backwards slide begins when the aircraft ceases upward motion. The aircraft must slide backwards at least one-half of the fuselage length. If it fails to do so, mark the figure HZ deduct four (4) points.
Proposer Rationale		Matches CIVA change implemented for 2023. Proposed for discussion towards whether to similarly revise IAC rules, not as an endorsement.

Rule Change Proposals for 2024

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2024-14	Synopsis	Add More Down Loops to UNL UNK - Adopted CIVA Rules Change
Current Affected Rule(s)	37.2 Allowable Figures for Power Unknowns 37.2.12 Sub-Family 7.4 – Whole Loops	<i>(For down loops, any roll(s) must be equivalent to a full roll at the bottom – Upright to inverted or inverted to upright not allowed)</i>
Proposed Change	2 Allowable Figures for Power Unknowns 37.2.12 Sub-Family 7.4 – Whole Loops	<i>(For Unlimited only, also allow down loops that include roll(s) at the bottom that total an equivalent to a half-roll, e.g. 7.4.2.3 and 7.4.2.4)</i>
Proposer Rationale		Matches CIVA change implemented for 2023. Proposed for discussion towards whether to similarly revise IAC rules, not as an endorsement.

Rule Change Proposals for 2024

Draft 7-15-2023



2024-15	Synopsis	Snap Rolls per Figure in UNL UNK - Adopted CIVA Rules Change
<p>Current Affected Rule(s)</p>	<p>24 The Unknown Program 24.5 Restrictions 24.5.2 For all Categories: a) There will not be more than one (1) snap roll (Family 9.9/9.10) per figure. 24.6 Additional Restrictions by Category 24.6.2 Rolls are restricted as follows: c) Unlimited i. Maximum of 6 snap rolls, only 4 of which may be from the same sub-Family (9.9, 9.10). ii. A minimum of one snap roll must be a vertical climbing maneuver (9.9.1, 9.9.6, 9.10.1, 9.10.6). iii. Unlinked rolls are permitted, but only according to the following table: </p>	
<p>Proposed Change</p>	<p>24 The Unknown Program 24.5 Restrictions 24.5.2 For all Categories: a) There will not be more than one (1) snap roll (Family 9.9/9.10) per figure. <i>(Renumber existing b and c)</i> 24.6 Additional Restrictions by Category 24.6.2 Rolls are restricted as follows: a) Intermediate <i>(New) ii. There will not be more than one (1) snap roll (Family 9.9/9.10) per figure.</i> b) Advanced <i>(New) iv. There will not be more than one (1) snap roll (Family 9.9/9.10) per figure.</i> c) Unlimited i. Maximum of 6 snap rolls, only 4 of which may be from the same sub-Family (9.9, 9.10). ii. A minimum of one snap roll must be a vertical climbing maneuver (9.9.1, 9.9.6, 9.10.1, 9.10.6). <i>(New) iii. There will not be more than two (2) snap rolls (Family 9.9/9.10) per figure.</i> iii iv. Unlinked rolls are permitted, but only according to the following table: </p>	
<p>Proposer Rationale</p>	<p>Matches CIVA change implemented for 2023. Proposed for discussion towards whether to similarly revise IAC rules, not as an endorsement.</p>	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-16	Synopsis	Delete Dual Seat Belts for Glider Unlimited
Current Affected Rule(s)	34.7 Glider Backup Seat Belts 34.7.1 Dual seat belts are only required in the Unlimited category. These may share an attach point with the primary seat belt.	
Proposed Change	34.7 Glider Backup Seat Belts 34.7.1 Dual seat belts are only required in the Unlimited category. These may share an attach point with the primary seat belt.	
Proposer Rationale	We made a change to this last year because lots of gliders don't have dual belts. This is true with gliders flying Unlimited as well as Advanced. The rule should simply be deleted.	

Rule Change Proposals for 2024

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2024-17	Synopsis	Move Altitude Limits Description																		
<p>Current Affected Rule(s)</p>	<p>7 The Aerobatic Box 7.1 Description 7.1.1 Performances occur above a clearly marked area of 1,000 meters (approximately 3,280 feet) square whose central point is the intersection of the X and Y axes. 7.1.2 The Judging Line shall be placed between 150 meters (approximately 500 feet) 13 Penalties 13.5 Altitude Limits 13.5.1 Competitors must obey the following altitude limits.</p>	<table border="1"> <thead> <tr> <th><u>Category</u></th> <th><u>Lower Limit</u></th> <th><u>Upper Limit</u></th> </tr> </thead> <tbody> <tr> <td>a) Primary</td> <td>1,500 feet</td> <td>3,500 feet</td> </tr> <tr> <td>b) Sportsman</td> <td>1,500 feet</td> <td>3,500 feet</td> </tr> <tr> <td>c) Intermediate</td> <td>1,200 feet</td> <td>3,500 feet</td> </tr> <tr> <td>d) Advanced</td> <td>656 feet (200m)</td> <td>3,609 feet (1100m)</td> </tr> <tr> <td>e) Unlimited</td> <td>328 feet (100m)</td> <td>3,280 feet (1000m)</td> </tr> </tbody> </table>	<u>Category</u>	<u>Lower Limit</u>	<u>Upper Limit</u>	a) Primary	1,500 feet	3,500 feet	b) Sportsman	1,500 feet	3,500 feet	c) Intermediate	1,200 feet	3,500 feet	d) Advanced	656 feet (200m)	3,609 feet (1100m)	e) Unlimited	328 feet (100m)	3,280 feet (1000m)
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<p>Proposed Change</p>	<p>7 The Aerobatic Box 7.1 Description Lateral Limits 7.1.1 Performances occur above a clearly marked area of 1,000 meters (approximately 3,280 feet) square whose central point is the intersection of the X and Y axes. 7.1.2 The Judging Line shall be placed between 150 meters (approximately 500 feet) (Move 13.5 to new 7.2 – Altitude penalties remain in Chapter 13) 13.5 7.2 Altitude Limits 13.5.1 7.2.1 Competitors must obey the following altitude limits.</p>	<table border="1"> <thead> <tr> <th><u>Category</u></th> <th><u>Lower Limit</u></th> <th><u>Upper Limit</u></th> </tr> </thead> <tbody> <tr> <td>a) Primary</td> <td>1,500 feet</td> <td>3,500 feet</td> </tr> <tr> <td>b) Sportsman</td> <td>1,500 feet</td> <td>3,500 feet</td> </tr> <tr> <td>c) Intermediate</td> <td>1,200 feet</td> <td>3,500 feet</td> </tr> <tr> <td>d) Advanced</td> <td>656 feet (200m)</td> <td>3,609 feet (1100m)</td> </tr> <tr> <td>e) Unlimited</td> <td>328 feet (100m)</td> <td>3,280 feet (1000m)</td> </tr> </tbody> </table>	<u>Category</u>	<u>Lower Limit</u>	<u>Upper Limit</u>	a) Primary	1,500 feet	3,500 feet	b) Sportsman	1,500 feet	3,500 feet	c) Intermediate	1,200 feet	3,500 feet	d) Advanced	656 feet (200m)	3,609 feet (1100m)	e) Unlimited	328 feet (100m)	3,280 feet (1000m)
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<p>Proposer Rationale</p>	<p>Currently the box altitude limits are included in the Penalty chapter under 13.5.1. This information is not about penalties – Altitude penalties are detailed in 13.5.6. Box descriptions should all be in the Aerobatic Box Chapter 7 where all other features of the box are defined. This will help users find that information more readily.</p>																			

Rule Change Proposals for 2024

Draft 7-15-2023



2024-18	Synopsis	Spin Entry Penalty Text
Current Affected Rule(s)	28.24.4 If the aircraft does not stall or establish Autorotation, mark the figure HZ. Clarification: Competitors may use snap rolls or other techniques to simulate a proper spin entry. Regardless of the entry technique, if the judge believes the aircraft did not stall prior to spin autorotation, the figure must be given a hard zero (HZ).	
Proposed Change	28.24.4 If the aircraft does not stall or establish Autorotation, mark the figure HZ. Clarification: Competitors may use snap rolls or other techniques to simulate a proper spin entry. Regardless of the entry technique, if the judge believes the aircraft did not stall prior to spin autorotation , the figure must be given a hard zero (HZ).	
Proposer Rationale	A spin requires a stall and complicating the clarification text with a reference to autorotation muddles that key element.	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-19	Synopsis	Constant Altitude & No-Line-Between for Gliders
Current Affected Rule(s)	<p>34.19.1 45 degree Lines</p> <p>34.19.1.1 In the case of gliders competing in Primary, Sportsman and Intermediate Glider or Power categories, all of the lines discussed in this section as 45 degree lines will be flown and judged as lines that are 60 degrees from the vertical attitude (30 degree lines).</p> <p>34.19.3 Constant Altitude Figures</p> <p>34.19.3.1 Figures which must be flown at a constant altitude in power aerobatics, which includes Horizontal Single Lines (1.1.1.1 to 1.1.1.4) and all of Family 2 Turns and Rolling Turns, may be flown by the gliders at a constant, reasonable angle to the horizon. If the angle changes during the figure, however, a deduction will be applied.</p>	
Proposed Change		<p>34.19.1.1 In the case of gliders competing in Primary, Sportsman and Intermediate Glider or Power categories, all of the lines discussed in this section as 45 degree lines will be flown and judged as lines that are 60 degrees from the vertical attitude (30 degree lines).</p> <p>Clarification: In these categories for figures that end with a down 45 degree line, if any final line is seen regardless of length, the No Line Between Figures downgrade does not apply.</p> <p>34.19.3 Constant Altitude Figures</p> <p>34.19.3.1 Figures which must be flown at a constant altitude in power aerobatics, which includes Horizontal Single Lines (1.1.1.1 to 1.1.1.4) and all of Family 2 Turns and Rolling Turns, may be flown by the gliders at a constant, reasonable angle to the horizon. If the angle changes during the figure, however, a deduction will be applied.</p>
Proposer Rationale		<p>Nowhere in the Glider rules say that the descending horizontal line between figures can't be at, say, 30 degrees down. In that situation there is no way to tell when a figure ending on a 45 down stops and the line-between starts. Rule should be similar to when a square loop short exit line does not constitute no-line-between.</p>

Rule Change Proposals for 2024

Draft 7-15-2023



2024-20	Synopsis	Drawings Conflicts on Program Forms
Current Affected Rule(s)	21.5 Resolving Conflicts on Program Forms 21.5.1 Conflicts internal to Form A or L/R Scoresheet shall be resolved using the Aresti Aerobatic Catalogue number. 21.5.2 Conflicts between Forms B and C, or L and R Scoresheets, shall be resolved using the Form appropriate to the direction of flight.	
Proposed Change	21.5 Resolving Conflicts on Program Forms 21.5.1 Conflicts internal to Form A or L/R Scoresheet shall be resolved using the Aresti Aerobatic Catalogue number. 21.5.2 Conflicts between the drawings on Forms B and C, or L and R Scoresheets, shall be resolved using the Form appropriate to the direction of flight that corresponds to the official wind.	
Proposer Rationale	Existing wording is ambiguous. The judges refer to the drawings on the forms. The official wind is more directly related to the form to be used.	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-21	Synopsis	Spin Exit Reference to Wings Parallel
Current Affected Rule(s)	28.24 Family 9.11-9.12 – Spins	28.24.8 After Autorotation stops, the aircraft must establish a vertical down line with the wings parallel to the horizon. The pilot may achieve this by: a) Immediately after rotation stops, pitching to the vertical down line and simultaneously bringing the wings parallel to the horizon, or b) A "blended" recovery in which Autorotation stops, the aircraft pitches to the vertical down line, and the wings become parallel to the horizon simultaneously.
Proposed Change	28.24 Family 9.11-9.12 – Spins	28.24.8 After Autorotation stops, the aircraft must establish a vertical down line with the wings span parallel to the horizon. The pilot may achieve this by: a) Immediately after rotation stops, pitching to the vertical down line and simultaneously bringing the wings parallel to the horizon, or b) A "blended" recovery in which Autorotation stops, the aircraft pitches to the vertical down line, and the wings become parallel to the horizon simultaneously.
Proposer Rationale	The rule causes some confusion over whether " <i>parallel</i> " refers to the span (wingtip-to-wingtip) or chord (leading edge to trailing edge).	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-22	Synopsis	Horizontal Lines Constant Altitude
Current Affected Rule(s)	27.5 Horizontal Lines 27.5.1 Horizontal lines are judged on flight path, not attitude. Clarification: The attitude required to maintain level flight varies with aircraft type and airspeed.	
Proposed Change	27.5 Horizontal Lines 27.5.1 Horizontal lines are flown at a constant altitude and judged on flight path, not attitude. Clarification: The attitude required to maintain level flight varies with aircraft type and airspeed.	
Proposer Rationale	Current rule only implies that horizontal lines must be at a constant altitude – Should be explicit.	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-23	Synopsis	Add Heading Requirement for 45° Lines
Current Affected Rule(s)	27.4 45 Degree Lines 27.4.1 45 Degree lines are judged according to the perfect vertical attitude plus or minus 45 degrees. Clarification: When flown into the wind, an aircraft with a correct 45 degree attitude may have a flight path that is steeper than 45 degrees while the opposite is true when flown downwind.	
Proposed Change	27.4 45 Degree Lines 27.4.1 45 Degree lines are judged according to the perfect vertical attitude plus or minus 45 degrees. Clarification: When flown into the wind, an aircraft with a correct 45 degree attitude may have a flight path that is steeper than 45 degrees while the opposite is true when flown downwind. 27.4.2 The aircraft's heading must remain parallel to the X or Y axis.	
Proposer Rationale	This requirement exists for horizontal lines but is missing for 45° lines. Use same text as 27.5.2 for horizontal lines.	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-24	Synopsis	Scorability Weather Exception
Current Affected Rule(s)	27.15 Scorability 27.15.1 For each figure that cannot be properly graded because of viewing angle or distance, deduct 2 points. The effects of sun or weather are not grounds for a deduction.	
Proposed Change	27.15 Scorability 27.15.1 For each figure that cannot be properly graded because of viewing angle or distance, deduct 2 points. The effects of sun or weather clouds are not grounds for a deduction.	
Proposer Rationale	Someone could plausibly argue that wind is a component of weather, but we definitely should apply this deduction if the wind pushes the aircraft to an unjudgeable position. Change term to “clouds”.	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-25	Synopsis	Add More Inverted Turns to Intermediate Unknowns
Current Affected Rule(s)	37.2.5, 37.2.6, 37.2.7 (180°, 270° & 360° turns allowed in Unknowns)	
Proposed Change	<i>Add 180, 270, and 360 degree inverted turns to the list of allowed figures for Intermediate Unknown sequences. Specifically, figures 2.2.1.2, 2.3.1.2, and 2.4.1.2 would be allowed.</i>	
Proposer Rationale	<p>The 90 degree inverted turn is already an allowed Intermediate figure and the 180, 270, and 360 degree inverted turns are no more demanding on an aircraft than the 90 degree variant. The longer turns DO require more situational awareness and skill from the pilot, however, and that is a challenge appropriate for the Intermediate category.</p> <p>Additionally, the 2023 Intermediate Known already featured a 180 degree inverted turn, which has had no detrimental effects on the category. Adding these longer turns to the allowed figures list is a good way of increasing the challenge and variety of Intermediate sequences WITHOUT requiring increased aircraft performance. It's also better preparation for moving up to Advanced.</p>	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-26	Synopsis	Eliminate Warm-up Figures for Advanced
Current Affected Rule(s)	14.3.3 Alternatively, competitors in the Advanced and Unlimited categories have the option to perform no more than two horizontal-flight half-rolls plus one of the figures depicted below. This Safety Check, if flown, must be flown continuously on the same axis and inside the aerobatic box. If the selected figure starts inverted, a one-half roll from upright will precede it and if that figure finishes positive a second half roll is not flown. If the selected figure ends inverted, then a one-half roll back to upright will complete the check.	
Proposed Change	14.3.3 Alternatively, competitors in the Advanced and Unlimited category have the option to perform no more than two horizontal-flight half-rolls plus one of the figures depicted below. This Safety Check, if flown, must be flown continuously on the same axis and inside the aerobatic box. If the selected figure starts inverted, a one-half roll from upright will precede it and if that figure finishes positive a second half roll is not flown. If the selected figure ends inverted, then a one-half roll back to upright will complete the check.	
Proposer Rationale	<p>Warm-up figures are a massive drain on contest time. It takes a MINIMUM of 3 minutes for a pilot to enter the box, fly a warmup, exit the box, and be ready to fly his sequence. There were 12 competitors at Borrego who were eligible to fly warmups. That's 36 flights times 3 minutes per flight = 108 minutes. TWO HOURS of daylight wasted on warmup figures.</p> <p>This is untenable for large regional contests. It's also unfair to the lower categories, who might have their third flight cancelled to accommodate wasteful extravagance in the upper categories.</p> <p>I favor eliminating warm-up figures entirely. Our new safety-check rules allow unlimited half-rolls combined with any number of pushes or pulls. That can serve to warm-up G-tolerance for any pilot who needs it. But, as a compromise, this rule-change proposes to eliminate warm-ups for the Advanced category only. Advanced has easier figures and fewer pushes than Unlimited. There are also many more Advanced pilots than Unlimited pilots, which means this rule-change will largely eliminate the time wasted at contests.</p>	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-27	Synopsis	“Move Up” Rule to Stimulate Training
Current Affected Rule(s)	33.1 Hors Concours Entrants	33.1.1 A competitor may compete without the intent of earning flight medals or trophies. This is called an “Hors Concours” entry. 33.1.2 A competitor competing in more than one category may only compete for medals and trophies in the highest category entered.
Proposed Change	1 Hors Concours Entrants	33.1.1 A competitor may compete without the intent of earning flight medals or trophies. This is called an “Hors Concours” entry. 33.1.2 A competitor competing in more than one category may only compete for medals and trophies in the highest category entered. 33.1.3 A competitor that earned trophies (1st, 2nd, 3rd place) or scored above 80% (across 3 competition flights) twice in Primary/Sportsman can only participate in future contests in these categories as “Hors-Concours” competitors.
Proposer Rationale		Primary and Sportsman are “training categories” so folks new to the sport can learn how a contest works, how to fly in the box, and getting comfortable with the ins and out of competing (known and free). From Intermediate to Unlimited those are different levels of true competition. Unfortunately some competitors “hang in there too long” (comfort level in Sportsman) and might limit the opportunities for less experienced competitors to get clinkies or trophies. A competitor should not be allowed to fly sportsman for 10 years and keep winning in that category. Time to move up ... can stick in intermediate for ever - but Primary and Sportsman might be best kept as “transient” and “learners categories”.

Rule Change Proposals for 2024

Draft 7-15-2023



2024-28	Synopsis	Introduce Sportsman Unknown (Light)
Current Affected Rule(s)	24.1, 24.3.1, 24.4.1, 24.6,1 (<i>Unknown Program rules</i>) 37.1.3 (<i>Allowable figures for Unknown sequences</i>)	
Proposed Change	<p><i>Sportsman competitor to be allowed to choose between flying the known 3 times or K/F/U (light).</i></p> <p><i>Provide Sportsman unknown on practice day and allow it to be flown once during practice day (for safety).</i></p> <p><i>5 to 10 figures max.</i></p> <p><i>Select only 20 base figures (plus embellishments) as allowed figures in the unknown (loop, rolls, half Cuban, wedge, spin. etc).</i></p>	
Proposer Rationale	<p>Sportsman as a training category could benefit from an option to fly an unknown “light”. Safety would not be affected (allow flying it once on practice day for altitude checks, breaks). Sequence would be kept simple (same as known in S and P) but the order and some embellishments can introduce competitors to the mental ground practice, think about how to execute the sequence etc. Also a lot of fun. Plus the clinkie would be more relevant than flying the free twice.</p>	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-29	Synopsis	Snap Rolls for Intermediate Unknowns
Current Affected Rule(s)	24.6.2 Rolls are restricted as follows: a) Intermediate i. No unlinked rolls.	
Proposed Change	24.6.2 Rolls are restricted as follows: a) Intermediate i. No unlinked rolls. ii. Snap rolls are not permitted following half-loops.	
Proposer Rationale	We should allow a half-snap on a level line in INT. It's a good skill to develop before Advanced, it's no harder on a plane than a full snap, and the half-snap already made an appearance in the 2022 INT Known. However, a half-snap is not appropriate for some aircraft at the top of a loop. This change adds some additional challenge/variety to INT, removes the ambiguity about "apex of a looping line", and doesn't require a footnote.	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-30	Synopsis	Revise Half-Snaps In Intermediate UNK
Current Affected Rule(s)	<p>Currently, for Intermediate Unknowns, half-snaps are allowed only on climbing 45 degree lines. 37.2.25 (Allowable figures for Unknown sequences, Snap Rolls)</p>	
Proposed Change	<p>Allow half-snaps on level lines, but prohibit them on all other lines, including 45 degree climbing lines. 37.2.25 (Delete on 45 up lines and add ½ horizontal snap allowed for Intermediate)</p>	
Proposer Rationale	<p>The reason we don't allow snaps on descending lines in Intermediate is because it's very easy to overspeed and create an unsafe condition—either because the airplane exceeds its safe snap speed or the pilot's execution is poor. This SAME problem exists with half-snaps on climbing lines! Because the pilot wants to center the snap on the line to score well, he's incentivized to start the snap much faster than he otherwise would. The book snap speed for a Great Lakes is 80mph. It's similarly slow for a Decathlon. At that speed, there is NO way to draw a line after the snap on a 45-climb.</p> <p>The half-snap is a valuable skill for Intermediate pilots. But we should move it to level lines only (it's currently not even allowed on level lines!) to solve this safety issue and give grassroots aircraft a fair shake at Unknowns—WITHOUT the incentive to overstress the aircraft.</p>	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-31	Synopsis	Add Unlinked Rolls for Intermediate Unknowns
Current Affected Rule(s)	24.6.2 Rolls are restricted as follows: a) Intermediate i. No unlinked rolls.	
Proposed Change	24.6.2 Rolls are restricted as follows: a) Intermediate i. No unlinked rolls.	
Proposer Rationale	<p>Why are unlinked rolls not allowed in Intermediate?</p> <p>It seems that a 3/4 roll followed by a 1/4 roll opposite should be WELL within the skillset of an Intermediate pilot. They already fly 4-pt rolls, which involve stops in knife-edge. And if you can't roll an airplane inverted, then roll it upright the opposite direction, you have NO business in an aerobatic box, period.</p> <p>A blanket prohibition on them seems unnecessary. If we added them, we could increase the challenge of Intermediate in a way that doesn't require more performant airplanes.</p>	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-32	Synopsis	Specify Penalty if No Pause Seen Between Unlinked Rolls
Current Affected Rule(s)	27.8 Unlinked Rolls 27.8.1 The rotation rates of the rolls do not have to match each other. 27.8.2 The rolls must have a brief pause between them.	
Proposed Change	27.8 Unlinked Rolls 27.8.1 The rotation rates of the rolls do not have to match each other. 27.8.2 The rolls must have a brief pause between them. If no pause is seen, award a HZ.	
Proposer Rationale	<p>The current rule (“The rolls must have a brief pause between them”) establishes a judging criterion without specifying the penalty.</p> <p>If a competitor fails to pause between two unlinked rolls, it's difficult or impossible for the judges to determine where the first roll ended and the second one began, especially for unlinked rolls in the same direction.</p> <p>A roll isn't completed until the rolling motion stops completely. Failure to stop violates the basic definition of the maneuver, and a HZ is warranted. And of course a majority of Grading Judges would have to agree in order for the penalty to be imposed.</p>	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-33	Synopsis	Clarify Square & Octagon Loops Ending
<p>Current Affected Rule(s)</p>	<p>26.1.8 The grading of each figure begins upon departure from horizontal flight and ends upon resumption of horizontal flight. Exception: Square and Octagon Loops (Aresti Aerobatic Catalogue numbers 7.4.3 thru 7.4.6) are not complete until their final horizontal line is drawn.</p> <p>28.12.2 All lines (Interior and any final line) must be of equal length. If they are not of equal length, deduct according to Variations in Line Length.</p> <p>Clarification: Grading Square and Octagon loops must continue until the final horizontal line is drawn equal to the length of the first line of the figure, or until the next figure starts. If any final line is seen, regardless of length, the No Line Between Figures downgrade does not apply. Example: If no final line is seen before initiating the next figure, a four (4) point deduction applies to the loop according to Variations in Line Length with a further downgrade of one (1) point on the subsequent figure for No Line Between Figures.</p>	
<p>Proposed Change</p>	<p>26.1.8 The grading of each figure begins upon departure from horizontal flight and ends upon resumption of horizontal flight. Exception: Square and Octagon Loops (Aresti Aerobatic Catalogue numbers 7.4.3 thru 7.4.6) are not complete until their final horizontal line is drawn. There is an exception for the exit lines of Square and Octagon Loops (Aresti Catalogue numbers 7.4.3 thru 7.4.6); see the Family-Specific Grading Criteria.</p> <p>28.12.2 All lines (Interior and any final line) must be of equal length. If they are not of equal length, deduct according to Variations in Line Length.</p> <p>Clarification: Grading Square and Octagon loops must continue until the final horizontal line is drawn equal to the length of the first line of the figure, or until the next figure starts. If any final line is seen, regardless of length, the No Line Between Figures downgrade does not apply. Square and Octagon loops end when the length of the final horizontal line equals or exceeds the length of the first line, or when the next figure starts, whichever occurs first. If any final line is seen, regardless of length, the No Line Between Figures downgrade does not apply. Example: If no final line is seen before initiating the next figure, a four (4) point deduction applies to the loop according to Variations in Line Length with a further downgrade of one (1) point on the subsequent figure for No Line Between Figures.</p>	

Rule Change Proposals for 2024

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Proposer Rationale	Rules 26.1.8 and 28.12.2 define the end of square and octagon loops differently, and neither is as clear as it could be. These criteria should be defined only once, focus on the length of the exit line (as opposed to how long “grading... must continue”), leave no ambiguity about when the figure ends, and dispel any notion that the final line may be penalized for being too long.
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Rule Change Proposals for 2024

Draft 7-15-2023



2024-34	Synopsis	Handling of Improper Restarts
Current Affected Rule(s)	15.1 Explicit Interruptions 15.1.5 The Performance may be resumed with a) the figure immediately preceding the point of interruption, or b) the figure in progress at the time of interruption, or c) the figure immediately following the point of interruption. If the Performance is resumed at any other point, an Improper Restart Penalty shall be assessed.	
Proposed Change	15.1 Explicit Interruptions 15.1.5 The Performance may be resumed with a) the figure immediately preceding the point of interruption, or b) the figure in progress at the time of interruption, or c) the figure immediately following the point of interruption. If the Performance is resumed at any other point, an Improper Restart Penalty shall be assessed. the Chief Judge shall assess an Improper Restart Penalty and Grading Judges shall ignore any repeated figures.	
Proposer Rationale	Rule 15.1.5(a) doesn't say what should happen if the competitor repeats more than one figure. This proposal also replaces the passive voice with named parties and makes what to do clear for all involved.	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-35	Synopsis	Gliders Cannot Change Flight Path Between Figures
Current Affected Rule(s)	<p>34.19.2 Figure Entry and Exit 34.19.2.1 In Glider flights, the lines marking the entry into and exit from a maneuver can be at any reasonable angle and need not be the same, provided the angles do not violate the basic form of the figure. Example: If a pilot is about to fly a loop, which requires only a moderate velocity, followed by a hammerhead with a quarter-roll on the up line, which requires a high velocity, a judge can expect a much steeper attitude on the line marking the loop's exit than on the line marking the entry to the loop.</p>	
Proposed Change	<p>34.19.2 Figure Entry and Exit 34.19.2.1 In Glider flights, the lines marking the entry into and exit from a maneuver can be at any reasonable angle and need not be the same, provided the angles do not violate the basic form of the figure. Clarification: Any change to the flight path between figures shall be penalized one point per five (5) degrees. Example: If a pilot is about to fly a loop, which requires only a moderate velocity, followed by a hammerhead with a quarter-roll on the up line, which requires a high velocity, a judge can expect a much steeper attitude on the line marking the loop's exit than on the line marking the entry to the loop.</p>	
Proposer Rationale	<p>Grading Judges often ask whether a glider competitor can change the aircraft's flight path between figures without penalty.</p> <p>The Power rules, which apply to Gliders unless explicitly overridden in Section 34, require a penalty for any errors in a horizontal line (27.5.1 and 27.6.1). So it's fair to infer that a Glider horizontal line may not be changed after it's established, but the current rules do not state that explicitly.</p>	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-36	Synopsis	Quarter-Clover Wind Deductions
Current Affected Rule(s)	28.3 Family 0.1-0.2 Quarter-Clover 28.3.5 The figure must be wind corrected to maintain a constant radius.	
Proposed Change	28.3 Family 0.1-0.2 Quarter-Clover 28.3.5 The figure must be wind corrected to maintain a constant radius. If the figure includes a half-loop on the X axis with no roll, that half-loop must be wind corrected to maintain a constant radius.	
Proposer Rationale	Rule 27.10.3 (Explanation) states: “The wind correction requirement is only regarding the roundness of the Looping Line and not for the effect of crosswind.” For the sake of consistency, we should only expect the X-axis non-rolling half of quarter-clovers to be wind-corrected. Specifically, this would apply to a quarter-up clover (0.1) initiated on the Y axis or a quarter-down clover (0.2) initiated on the X axis.	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-37	Synopsis	Delete 90° Roller from Advanced Frees
Current Affected Rule(s)	23 The Free Program 23.4 Versatility 23.4.1.3 Advanced b) Family 2 At least one Rolling Turn (2.1.2 thru 2.1.3, or 2.2.2 thru 2.2.7, or 2.3.2 thru 2.3.6, or 2.4.2 thru 2.4.8).	
Proposed Change	23 The Free Program 23.4 Versatility 23.4.1.3 Advanced b) Family 2 At least one Rolling Turn (2.1.2 thru 2.1.3, or 2.2.2 thru 2.2.7, or 2.3.2 thru 2.3.6, or 2.4.2 thru 2.4.8).	
Proposer Rationale	Figure 2.1.2.1 is a 90-degree rolling turn with a half-roll to the inside. It's very easy to perform, does not require any cross-control inputs, and therefore is not a good test of pilot skill in the Advanced category.	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-38	Synopsis	"Optional Break" Must be an Explicit Interruption
<p>Current Affected Rule(s)</p>	<p>12.6 Optional Break 12.6.1 The Contest Jury may authorize Programs to be flown with an optional break if the ceiling requirements are not met, or if they determine that the forecast high temperature will result in a density altitude of 5,000 feet or higher. 12.6.2 When the optional break is authorized by the Contest Jury: a) Pilots will be given a minimum of 10 minutes notice before flight that the optional break may be used. b) Each pilot may take one Interruption within their Performance without penalty. c) The Chief Judge will record all Interruptions normally on the <i>Chief Judge's Penalty Form</i>, but the first Interruption observed will be considered the Optional Break and not penalized. Any additional interruptions will be penalized in the usual manner. d) Competitors may not land during an optional break. 12.6.3 In the event weather conditions improve, the Contest Jury may rescind the optional break giving at least 10 minutes notice to the competitors.</p>	<p>"Optional Break" Must be an Explicit Interruption</p>
<p>Proposed Change</p>	<p>(In Section 12.6, replace all instances of the words "break" and "Interruption" with "Explicit Interruption".)</p> <p>12.6 Optional Break Explicit Interruption 12.6.1 The Contest Jury may authorize Programs to be flown with an optional break Explicit Interruption if the ceiling requirements are not met, or if they determine that the forecast high temperature will result in a density altitude of 5,000 feet or higher. 12.6.2 When the optional break Explicit Interruption is authorized by the Contest Jury: a) Pilots will be given a minimum of 10 minutes notice before flight that the optional break Explicit Interruption may be used. b) Each pilot may take one Explicit Interruption within their Performance without penalty. c) The Chief Judge will record all Interruptions normally on the <i>Chief Judge's Penalty Form</i>, but the first Explicit Interruption observed will be considered the Optional Break and not penalized. Any additional Explicit Interruptions will be penalized in the usual manner. d) Competitors may not land during an optional break Explicit Interruption. 12.6.3 In the event weather conditions improve, the Contest Jury may rescind the optional break Explicit Interruption giving at least 10 minutes notice to the competitors.</p>	<p>(In Section 12.6, replace all instances of the words "break" and "Interruption" with "Explicit Interruption".)</p> <p>12.6 Optional Break Explicit Interruption 12.6.1 The Contest Jury may authorize Programs to be flown with an optional break Explicit Interruption if the ceiling requirements are not met, or if they determine that the forecast high temperature will result in a density altitude of 5,000 feet or higher. 12.6.2 When the optional break Explicit Interruption is authorized by the Contest Jury: a) Pilots will be given a minimum of 10 minutes notice before flight that the optional break Explicit Interruption may be used. b) Each pilot may take one Explicit Interruption within their Performance without penalty. c) The Chief Judge will record all Interruptions normally on the <i>Chief Judge's Penalty Form</i>, but the first Explicit Interruption observed will be considered the Optional Break and not penalized. Any additional Explicit Interruptions will be penalized in the usual manner. d) Competitors may not land during an optional break Explicit Interruption. 12.6.3 In the event weather conditions improve, the Contest Jury may rescind the optional break Explicit Interruption giving at least 10 minutes notice to the competitors.</p>

Rule Change Proposals for 2024

Draft 7-15-2023



Proposer Rationale	<p>The density altitude break encourages competitors to regain altitude if needed, and helps level the playing field at high-altitude contests. In contrast, Implicit Interruptions are used to correct a major error in aircraft heading or attitude, neither of which is directly related to density altitude. Implicit Interruptions also penalize competitors who deliberately distort a figure to gain altitude or airspeed; those goals could be achieved without distorting a figure -- and taking score downgrades for doing so -- if the competitor took an Explicit Interruption instead.</p> <p>Therefore only Explicit Interruptions should be permitted for if the Jury authorizes the optional break.</p> <p>I also recommend replacing "Optional Break" with "Density Altitude" in the Rule Book index.</p>
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Rule Change Proposals for 2024

Draft 7-15-2023



2024-39	Synopsis	4-min Freestyle Eligibility Update
Current Affected Rule(s)	35.4 Eligibility 35.4.1 All Unlimited competitors and any Advanced category competitors who hold at least a current ICAS 250-foot Statement of Aerobatic Competency may compete in the Four Minute Freestyle. 35.4.2 All Four Minute Freestyle competitors must have completed their category's Programs.	
Proposed Change	35.4 Eligibility 35.4.1 All Unlimited competitors and any Advanced category competitors who hold at least a current ICAS 250-foot Statement of Aerobatic Competency may compete in the Four Minute Freestyle. 35.4.2 All Four Minute Freestyle competitors must have completed do not need to compete in their category's Programs.	
Proposer Rationale	Contest Directors are charged a separate entrance or sanctioning fee for each 4-min competitor by the IAC, despite having already been charged for the competitor to participate in their respective category programs. If the IAC is going to charge/sanction this as its own contest/event, then a competitor should be allowed to register and fly in the 4-min free without competing in the host contest. Additionally, there are personnel who attend a contest primarily to volunteer and support, but who may enjoy a small portion of the competitive environment if allowed to participate in only the 4-min free. If the BOD does not wish to alter this requirement, then I recommend removing the additional sanctioning fee for 4-min freestyle competitors.	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-40	Synopsis	Update 4-Min Freestyle Eligibility
Current Affected Rule(s)	35.4 Eligibility 35.4.1 All Unlimited competitors and any Advanced category competitors who hold at least a current ICAS 250-foot Statement of Aerobatic Competency may compete in the Four Minute Freestyle. 35.4.2 All Four Minute Freestyle competitors must have completed their category's Programs.	
Proposed Change	35.4 Eligibility 35.4.1 All Unlimited competitors and any Advanced category competitors who hold at least a current ICAS 250-foot Statement of Aerobatic Competency, or those who have been granted FAA Airshow Certification may compete in the Four Minute Freestyle. 35.4.2 All Four Minute Freestyle competitors must have completed their category's Programs.	
Proposer Rationale	The U.S. Air Force Academy Glider demonstration team is sanctioned to conduct air shows by the FAA and its members should be allowed to participate in the 4-min free programs, so long as they meet all other eligibility criteria.	

Rule Change Proposals for 2024

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2024-41	Synopsis	Update Glider Advanced Unknown Program Max Total Figure K												
Current Affected Rule(s)	34.18 Unknown Sequence Restrictions 34.18.1 The Number of Figures, Individual Figure K-Factor, and Total Figure K-Factor are restricted as follows: <table border="0" style="margin-left: 40px;"> <thead> <tr> <th style="text-align: left;"><u>Category</u></th> <th style="text-align: center;">....</th> <th style="text-align: right;"><u>Maximum Total</u> <u>Figure K-Factor</u></th> </tr> </thead> <tbody> <tr> <td>a) Intermediate</td> <td style="text-align: center;">....</td> <td style="text-align: right;">130</td> </tr> <tr> <td>b) Advanced</td> <td style="text-align: center;">....</td> <td style="text-align: right;">145</td> </tr> <tr> <td>c) Unlimited</td> <td style="text-align: center;">....</td> <td style="text-align: right;">190</td> </tr> </tbody> </table>		<u>Category</u>	<u>Maximum Total</u> <u>Figure K-Factor</u>	a) Intermediate	130	b) Advanced	145	c) Unlimited	190
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Proposer Rationale	Provides better segmentation of K-factor limitations.													

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2024-42	Synopsis	Update Glider Advanced Free Program Max Total K	
Current Affected Rule(s)	34.17 Free Sequences 34.17.1 Figure and K Limits	<u>Category</u>	<u>Maximum Total Figure K-Factor</u> a) Sportsman Same as the current year's Known Sequence b) Intermediate 140 c) Advanced 175 d) Unlimited 230
Proposed Change	34.17 Free Sequences 34.17.1 Figure and K Limits	<u>Category</u>	<u>Maximum Total Figure K-Factor</u> a) Sportsman Same as the current year's Known Sequence b) Intermediate 140 c) Advanced 175 190 d) Unlimited 230
Proposer Rationale	Provides better segmentation of K factors.		

Rule Change Proposals for 2024

Draft 7-15-2023



2024-43	Synopsis	Revise IAC Tech Inspection Process
Current Affected Rule(s)	5 Technical Matters	
Proposed Change	<p><i>Change the contest entry form so that each competitor must initial a set of statements:</i></p> <ul style="list-style-type: none"> - <i>I certify that my airplane has had an annual/condition inspection within 12 months of the contest's last day [Initials]</i> - <i>I certify that I have inspected my airplane and found it to be airworthy [Initials]</i> - <i>I certify that my parachute has been repacked within 180 days of the contest's last day [Initials]</i> - <i>I certify I hold a valid medical [Initials]</i> - <i>I certify I hold a valid pilot certificate [Initials]</i> 	
Proposer Rationale	<p>We changed the policy to remove liability from IAC and contest staff, but we've done a VERY bad job of explaining to competitors exactly how much risk they're taking when they sign other pilots' forms. Why don't we just have the legal wording required to stick that liability where it belongs: with the Pilot in Command of each plane?</p> <p>This current policy is dangerous because it comes up against a natural human tendency to look out for your friends. If the signature and inspection came from a stranger, people would be more careful about dotting i's and crossing t's before they signed. But since everyone has years of history together at contests, there's a mental bias that creeps in: "Oh, that's Mark. We've flown together for years. He's a great pilot; I'm sure he's got his stuff together."</p> <p>From a contest-operations perspective, the new approach is a massive win. Tech inspectors no longer need to be on duty all day and they aren't a bottleneck for registration flow.</p> <p>Hypothetically speaking, let's suppose that at some other contest, #2 were not true. At this fictional contest, friends just signed each others' forms without so much as a glance at an airplane or a medical certificate. Pilots at this fictional contest opened themselves up to a lot of liability without realizing it—if their buddy crashed or had some sort of violation, the FAA would pull that little form and ask, "You signed this piece of paper saying Freddy had a valid medical, but Freddy hasn't held a medical since 1989. And you claimed you saw a current annual logbook entry, but this airplane hasn't seen an A&P since the Carter administration." Freddy's family comes along and blames this friend for letting Freddy fly. Wrongful death lawsuit ensues.</p>	

Rule Change Proposals for 2024

Draft 7-15-2023



2024-44	Synopsis	Require Contest Tech Inspections
Current Affected Rule(s)	5.1.4 The Technical Committee, if available, may assist with verifying that competitors have: <ul style="list-style-type: none"> a) performed preflight inspections of the aircraft consistent with the IAC Aircraft Review Form, and b) provided all necessary certificates and aircraft documents consistent with the IAC Pilot Document Review Form. 	
Proposed Change	<i>(Revise entire existing 5.1.4 to the following)</i> 5.1.4 The Technical Committee shall inspect competitor's aircraft and credentials to: <ul style="list-style-type: none"> a) Perform a preflight inspection of the aircraft to determine that there are no obvious mechanical safety deficiencies. b) Determine that aircraft and pilot have the appropriate, current, certifications, and documentation. c) Certify the above using the appropriate IAC form. This form shall be retained by the Contest Registrar. 	
Proposer Rationale	The contest accepts competitors and their aircraft into the operation based on the competitor's assertion that all paperwork for the competitor and aircraft are up-to-date and the aircraft is in an airworthy condition for aerobatics. While it is the competitor's responsibility for all of that, history has shown that is not always the case. IAC and the contest will defensively create a higher level of safety, and reduce their liability as the activity host, by having a representative of contest management review the competitor's credentials, the aircraft documents, and the aircraft condition. Please note that the aircraft having a documented annual inspection, and the pilot having a current medical certificate, only identifies that on the one day, that aircraft and pilot health condition was true. If those exams were several months in the past, the condition of the aircraft and/or the pilot has likely changed.	

Rule Change Proposals for 2024

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2024-45	Synopsis	Add Safety Director to Tech Committee
Current Affected Rule(s)	5.1.2 The Technical Committee will consist of the Contest Director, the Chief Judge(s), and the Chief Technical Monitor who is appointed by the Contest Director. Additional Technical Committee members may be appointed by the Contest Director as needed.	
Proposed Change	5.1.2 The Technical Committee shall consist of the Contest Director, The Chief Judge(s), the Safety Director , and the Chief Technical Monitor who is appointed by the Contest Director. Additional Technical Committee members may be appointed by the Contest Director as needed.	
Proposer Rationale	Technical issues are certainly safety issues and the Safety Director should be involved. This omission looks like an oversight by the drafters/revisers of the rule text.	

Rule Change Proposals for 2024

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2024-46	Synopsis	Qualifications for Technical Monitors & Assistants
Current Affected Rule(s)	5.1.2 The Technical Committee will consist of the Contest Director, the Chief Judge(s), and the Chief Technical Monitor who is appointed by the Contest Director. Additional Technical Committee members may be appointed by the Contest Director as needed. 5.1.3 If possible, the Chief Technical Monitor will hold an Airframe and Powerplant Mechanic’s license and be familiar with the special operational demands of aerobatic aircraft.	
Proposed Change	5.1.2 The Technical Committee will consist of the Contest Director, the Chief Judge(s), and the Chief Technical Monitor who is appointed by the Contest Director. Additional Technical Committee members may be appointed by the Contest Director as needed. 5.1.3 If possible, the Chief Technical Monitor will hold an Airframe and Powerplant Mechanic’s license and be familiar with the special operational demands of aerobatic aircraft. The Chief Technical Monitor may designate additional Tech Inspectors. Those designees shall be experienced aerobatic competitors who are familiar with the special operational demands of aerobatic aircraft.	
Proposer Rationale	Today there is no guidance in the rules on what qualifications are desired of individuals who assist with tech inspecting aerobatic aircraft. This additional wording will provide guidance. Additional Tech Inspectors should be appointed by the Chief Technical Monitor, who is the designated technical lead.	