



504.1 Mission

The mission of the U.S. Aerobatic Team selection process will be to field teams of pilots who can and will win the World Champion Team and individual World Champion titles.

504.2 Policy - Member Comment Period

When any proposed changes are made to Section 504, there will be a two-month member comment period before the IAC Board of Directors casts a final vote to approve the proposed policy changes. IAC members should direct their comments to the address or website provided by the IAC for capture and centralization of all member comments.

504.3 Delegation of Authority

In accordance with its Letter of Agreement with the National Aeronautic Association found in IAC Policy and Procedures Manual, Section 301, the IAC is responsible for the selection of all U.S. Aerobatic Teams and for U.S. participation in World Aerobatic Championship events.

504.4 Process for Team Pilot Selection Conducted at the US Nationals

504.4.1 Eligibility Requirements

To be eligible for membership on the U.S. Unlimited Power Team, the U.S. Advanced Power Aerobatic Team, or any other U.S. Aerobatic Team that is being selected at the U.S. National Aerobatic Championships (“Nationals”), a pilot must be a registered Nationals competitor or receive a waiver to this requirement. The pilot must sign the Agreement and Code of Conduct for Team Pilots and Other Team Members (“Agreement”) in advance of the first flight at the Nationals .

The pilot must, at the time of the first flight, meet all applicable ~~CIVA~~ **FAI** eligibility requirements for the applicable World Championship, and be eligible, including citizenship or residency requirements, for an FAI Sporting License issued by the National Aeronautic Association.

504.4.2 Team size

Team sizes shall not exceed the maximum permitted by the applicable ~~CIVA~~ **FAI** Sporting Code, including any gender limitations as stated therein.



504.4.3 US Nationals Team Selection Process

Pilots will be selected in this order:

a) Pilot Selection Based on Demonstrated World Championship Success

Team Pilot slots on the U.S. Aerobatic team shall be awarded to all pilots who;

- (1) meet the Demonstrated Success criteria listed below,
- (2) notify the IAC Board of Directors of the pilot's intention to accept a Demonstrated Success team slot prior to Nationals,
- (3) compete at the Nationals in the team selection year. Provided, however, that requirement (3) may be waived by the IAC Board of Directors in the event the pilot cannot compete at Nationals due to personal illness, family illness, death in the family, or aircraft mechanical issues that occur before or during Nationals. The pilot must present a request for waiver to the IAC Board of Directors in writing, no later than 24 hours after the conclusion of Nationals. The IAC Board of Directors will approve or deny the waiver no later than the conclusion of the IAC Fall Board of Directors meeting. If the IAC Board of Directors does not approve or decline the waiver prior to the conclusion of the fall meeting, the waiver shall be deemed granted.

A pilot earns a Demonstrated Success team slot by achieving one of the following at the immediately preceding World Championship in the category for which the Pilot seeks team selection:

- 1) Overall first place
- 2) Overall second place
- 3) Overall third place
- 4) Four Minute Freestyle first place
- 5) First place in any flight, ranked according to score
- 6) Any pilot finishing in the top 10 overall standings

In the event the number of pilots selected by Demonstrated Success exceeds the maximum number of team members allowed by section 504.4.2, above, team member slots shall be filled in the order listed. Pilots earning a top 10 overall finish shall be taken in their order of finish.



b) Pilot Selection Based on Nationals Ranking

Team member slots not filled by Demonstrated Success shall be filled based upon rank order of finish at Nationals. A pilot must achieve a minimum overall score of 65% to qualify for a team member slot. The Known flight and at least one other flight must be flown before the Nationals ranking process is considered complete.

c) Replacement Pilot Selection for Team Slot Vacancies using the National Point Series Championship Rankings

Replacement pilot slots will be filled in rank order of finish in the National Point Series Championship at the completion of the season per P&P 227. Pilots must meet eligibility requirements per 504.4.1. except for the requirement to compete for the team at Nationals. Slots will be filled in compliance with CIVA requirements for gender teams. Team members need not to have flown at the U.S. National Aerobatic Championships but may do so in the point series per P&P 227. Replacement pilots will be selected in rank order of finish in the NPSC in their category, in compliance with CIVA requirements for gender teams. Replacement pilots must accumulate a minimum of 1.8 NPSC points to qualify for the team.

d) Replacement Pilot Selection For Team Slot Vacancies

Replacements for vacated slots **not filled per paragraph c)** shall be filled by the highest qualifying pilot at Nationals who has not already been awarded a team member slot, and who has achieved a minimum overall score of 65%.

e) U.S. Pilot ranking for the 4 Minute Free Program

In the event that the number of US competitors in Program 5: Freestyle program becomes limited at the subsequent WAC, by either the contest organizers or due to aircraft availability issues or other unforeseen circumstances, the slots allotted to the U.S. team will be filled in rank order of the finish in the 4 Minute Free program at the U.S. National Aerobatic Championships during the most recent Unlimited team selection year.

504.5 Process for Team Pilot Selection for teams not using the U.S. Nationals Selection Process

504.5.1 Eligibility Requirements



To be eligible for membership on any U.S. Aerobatic Team that is not using the Nationals Process (504.4) the pilot must sign the Agreement and Code of Conduct for Team Pilots and Other Team Members (“Agreement”), must meet all applicable ~~CIVA~~ FAI eligibility requirements for the applicable World Championship, and be eligible, including citizenship or residency requirements, for an FAI Sporting License issued by the National Aeronautic Association. These requirements must be documented and submitted with the Team Proposal as described below. For Advanced Glider, the pilot must also meet the eligibility requirements of FAI Sporting Code, regarding previous Unlimited World Glider Championship experience.

504.5.2 Team size

Team sizes shall not exceed the maximum permitted by the applicable FAI Sporting Code, including any gender limitations as stated therein.

504.5.3 Non-US Nationals Team Selection Process

Pilots interested in representing the U.S. at the World Championships for any team not being selected via the Nationals process, must submit a Team Proposal to the IAC Board of Directors at the Fall Board meeting in the year prior to the World Championship event. Proposals may be submitted by any IAC member and must include the proposed Team Pilots, Manager and Captain. The Team Captain and Manager positions may be held by one person and may be a Team Pilot. In the event that there is a Chair appointed by the IAC Board of Directors for that category (example Glider Chair), the proposal should be submitted by that Chair.

There may be more than one Formation team from the U.S. as permitted by the FAI Sporting Code . Each team must submit a Team Proposal.

The Board will approve, decline or recommend changes to the Team Proposal by January 1st of the year of the Championship Event.

504.6 U.S. Aerobatic Team Pilot Status

Only selected pilots that actively participate in FAI Championship events will earn the formal designation as a U.S. Aerobatic Team Pilot. Qualifying for a team slot and then not participating in the World Championship Event is discouraged but can occur due to extenuating circumstances such as personal illness, family illness or death in the family. Pilots who



Policy and Procedures
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fail to compete in the relevant World Championship. Event may not identify themselves as a U.S. Aerobatic Team Pilot for that year in subsequent marketing and IAC communications without the written approval of the IAC Board of Directors. The duration of terms for Team Members and Team Pilots continue until the next team is qualified.

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