



Rules Program Report

October 18-19, 2024

Barrett Hines
Rules Program Chair

Rule Change Proposals for 2025



Current Rules Committee Membership:

- Barrett Hines – Chair
- Jim Bourke – IAC President
- Mike Gallaway – CIVA Delegate
- DJ Molny – Judge Program Chair
- Shad Coulson – Glider Aerobatics Chair

Eighteen (18) rule changes were proposed by members for possible inclusion in the 2025 book. These were generally numbered in order of the date received. A few of the inputs were initiated by the Rules Program Chair based on verbal requests and prior CIVA actions. Some proposals were essentially complete as received with associated rule numbers and proposed text, but most submissions required interpretation toward intent and/or actual generation of rules text by the Rules Committee.

Notices were published asking for member comments. Ten (10) members provided comments on at least one item, with many of those commenting on most proposals. All comments are included in the proposal descriptions presented below.

Rule change proposals are received in different forms and completeness, which can often make it challenging to interpret what the submitter wanted to offer. This year, proposal 2025-1 was generated by the Rule Committee Chair based on a largely verbal input. After being published for member comment it was found that the written version was quite different from what the submitter had intended. Since it is desired to have a fair evaluation done on what was meant to suggested, the submitter was more thoroughly consulted and the proposal was revised. The revised version was re-published for a full 30-day member review period and the members who had already commented on the original version were emailed to invite them to revisit it. Four of the six earlier commentors provided new feedback – The revised version effectively addressed the concerns brought up by the other two members. The revised proposal is what is included in this report, following proposal 2025-18.

An additional change proposal was generated because of an issue that arose at the 2024 U.S. Nationals contest. The problem was associated with where Safety Checks may be performed for Advanced and Unlimited category flights. Although the rule 14.3.3 is reasonably clear that they must be done in the box, rule 14.3.4 states that they must be performed in the area designated in the Program Briefing. Notably, the briefings at Nationals were not consistent on the location details and some competitors who attended multiple briefings (typically as volunteers) did not perform their Safety Checks completely in the box as expected by the Chief Judge. The added rule change proposal, 2025-N19 at the end of the list below, attempts to provide more clarity for future contests.

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The Rules Committee reviewed and discussed all 19 (18 normal plus 1 Nationals) proposals. Some of those suggested for approval were tailored from the original submission text based on issues we determined, consistency with other rule book text and the comments received. The Rules Committee recommends that the Board:

- Approve 8 changes
- Reject 11 changes

Each proposal summary below includes the existing rule book text, original proposed change, proposer rationale, received member comments, Rules Committee-recommended disposition and detail changes, and Rules Committee rationale for the recommendation. The final Board disposition and changes will be added subsequent to the Fall meeting to complete the documentation for each proposal.

The 2025 IAC Contest Rules book will be generated to reflect the proposal decisions by the Board, as well as include other editorial updates that do not change the intent of the existing rules.

Rule Change Proposals for 2025



2025-2	Synopsis		Competition Turn Autorotation Deductions		
Proposed By	Date	IAC #	Email	Phone	
Craig Gifford	10-25-2023				
Current Affected Rule(s)	28.5.3 If there is any change to the established angle of bank, deduct one (1) point for every five (5) degrees.				
Proposed Change	ADD New: 28.5.6 If the angle of bank changes during the turn as a result of Snap Roll Autorotation, mark the figure HZ.				
Proposer Rationale	<p>At the 2023 Nationals, two Intermediate competitors, in their zeal to fly aggressively, had partial snap rolls (greater than 30 degrees, less than 90 degrees), in the middle of competition turns. In the first flight, two of the four grading judges scored HZ on the figure for the added element of snapping during the turn, based on the guidance for rolling turns, since the Competition Turns section is silent on such an event. Both grading judges consulted Chief Judge who didn't have specific guidance. Not being a majority, the HZ's did not stand. As a result, when the same occurred by a different competitor in a different flight, both judges scored significant bank angle change downgrades rather than HZ's.</p> <p>The Rolling Turns guidance includes: "28.6.3 If any of the rolls exhibit Snap Roll Autorotation, mark the figure HZ." The grading criterion makes ANY snapping motion an HZ, not simply a 1 for 5 downgrade for however much it snapped. Therefore the inclusion of this grading criterion for rolling turns can only be based on the view that a snap roll is an incorrect element in the figure. This is logical since a snap roll in a rolling turn has little to do with the aileron roll aspect, but rather elevator and rudder. If it's an incorrect element in a rolling turn, then it also must be an incorrect element in a turn, and therefore the same penalty, a HZ, should apply.</p> <p>Some might contest that a more lenient view is that a snap characteristic is just "added roll" in the turn, but that view would be inconsistent with the basis for HZ in a rolling turn. In fact, a rolling turn should more likely have such leniency since a rolling motion is occurring and the only visible distinction to a judge is sudden roll rate acceleration (or reversal). Others might conclude that the judging of autorotation in the turn is too hard to distinguish from aileron induced rolling motion and therefore 1 for 5 should apply. Again, if judges can distinguish such in a rolling turn, clearly they can distinguish in a competition turn.</p>				
Member Comments	<p><i>For: 5</i> <i>Against: 2</i></p> <p><u>John Shavinsky:</u> I support this change. I concur with the rationale that It makes the judging criteria similar to that for rolling turns which seems</p>				

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	<p>like a logical approach and, in my view, a snap roll would be an impermissible added element which should be graded as HZ.</p> <p><u>Craig Gifford</u>: Strongly support. Why would we judge simple turns more leniently than rolling turns?</p> <p><u>Tom Myers</u>: For. Rules for turns and rolling turns should be consistent.</p> <p><u>Wes Liu</u>: Do Not Support. The situation described in the rationale reads to be a deficiency in the application of the existing rule. Since the described snaps created changes in the bank angles, a deduction of 1 point per 5 degrees should have resulted in a grade of 0.0. Please note that the grades of 0.0 and HZ are handled differently. The described contest situation reads such that a grade of 0.0 is appropriate, not HZ.</p> <p><u>Justin Hickson</u>: Proposal is talking about two different figures and bad judging. I'm for no change in grading in Family 2.1, 2.2, 2.3, and 2.4</p> <p><u>Dave Taylor</u>: Concur.</p> <p><u>Doug Jenkins</u>: Yes. Mostly harmless.</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	<p>Should a snap occur during a competition turn, there will be a large change of bank angle. Per the existing rules, the change would likely exceed 45° and thus earn (per the 1-point-in-5° rule) a grade at or near 0.0. Per the existing rules the error would not involve a determination of whether it was a snap or not, but simply the observation that a large bank angle change occurred. The existing rule covers the situation of concern without adding another special case to which a HZ would apply.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

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2025-3	Synopsis	Revise Line Length Deductions		
Proposed By	Date	IAC #	Email	Phone
Craig Gifford	10-25-2023			
Current Affected Rule(s)	27.9.4 If within a figure, two or more Interior Lines, or Line Segments, must be of the same length, an observed variation is penalized by reducing the grade in the following manner: a) a visible variation - 1 point deduction; b) if the lengths vary by 2:1 - 2 point deduction; c) greater than a 2:1 variation - 3 point deduction			
Proposed Change	27.9.4 If within a figure, two or more Interior Lines, or Line Segments, must be of the same length, an observed variation is penalized by reducing the grade in the following manner: a) a visible variation less than 2:1 - 1 point deduction; b) variation from 2:1 but less than 3:1 - 2 point deduction; c) variation of 3:1 or more - 3 point deduction			
Proposer Rationale	<p>The line length deduction rule is impossible to accurately apply, because it defines the two point penalty as only applicable when EXACTLY 2x line length differences. It would be nice to have a ruler in the sky, but without, there is simply no way to evaluate if a line is 1.999999x, exactly 2x, or 2.000001x. This rule proposal changes the line length penalty to use a range of line length differences for each severity of penalty, consistent with the way judges apply the rule.</p> <p>Generally judges already deduct 1 point for visible variation up to 2x, 2 points for 2x-3x variation, and 3 points for 3+x variation. It's easy to remember and apply, and allows application to a range of differences, not an impossible-to-determine specific point.</p>			
Member Comments	<p>For: 5 Against: 1</p> <p><u>Craig Gifford</u>: Strongly support - impossible for anyone to logically disagree, this is simple math and logic.</p> <p><u>Tom Myers</u>: For. Solid logic. Easy to apply. Excellent proposal.</p> <p><u>Wes Liu</u>: Support. The proposed textual change appears to add clarity. That said, the original text should be adequate. The real problem is that Judges underperform in awarding line length downgrades. That problem should be addressed rather than spending energy on rule book wording.</p> <p><u>Justin Hickson</u>: Do Not Support. Just word smithing, rule doesn't change.</p> <p><u>Dave Taylor</u>: Concur.</p> <p><u>Doug Jenkins</u>: Yes. Mostly happy to glad but aligns better with application.</p>			

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Rules Committee Recommendation	ACCEPT 27.9.4 If within a figure, two or more Interior Lines, or Line Segments, must be of the same length, an observed variation is penalized by reducing the grade in the following manner: a) a visible variation less than 2:1 - 1 point deduction; b) variation from 2:1 but less than 3:1 - 2 point deduction; c) variation of 3:1 or more - 3 point deduction
Rules Committee Rationale	This change is logical and simpler for Grading Judges to understand and apply. The deduction values maintain the spirit of the original rule and thus not likely to have significant impact on competitor ranking.
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2025



2025-4	Synopsis	Provisional Scores		
Proposed By	Date	IAC #	Email	Phone
Jim Bourke	8-22-2023			
Current Affected Rule(s)	32.8 Official Scores 32.8.1 The Contest Director will make Scoresheets available for the personal inspection of the competitors as soon as possible. These Scoresheets must remain under the supervision of the Contest Director or their designee until the expiration of the Protest Period. 32.8.2 Scores and standings become final when their Protest Period has expired.			
Proposed Change	<i>ADD New 32.8 (Renumber current 32.8 and 32.9):</i> 32.8 Provisional Scores 32.8.1 Scores are considered Provisional until their Protest Period has expired. 32.8.2 Provisional Scores should be posted as soon as possible after the conclusion of their flight program. Clarification: It is not acceptable to deny competitors the right to protest scores by saving their publication until an awards ceremony. 32.8.3 The Contest Director will make Provisional Scores and all such Scoresheets available for the personal inspection of the competitors as soon as possible. 32.8.4 Provisional Scores must remain under the supervision of the Contest Director or their designee until the expiration of their Protest Period. <i>Delete current 32.8,1 and 32.8.2 since redundant with above change:</i> 32.8 Official Scores 32.8.1 The Contest Director will make Scoresheets available for the personal inspection of the competitors as soon as possible. These Scoresheets must remain under the supervision of the Contest Director or their designee until the expiration of the Protest Period. 32.8.2 Scores and standings become final when their Protest Period has expired.			
Proposer Rationale	Clarifies that there is a temporary state of the scoring that lasts during the protest period, as well as the key responsibilities during that time.			
Member Comments	<i>For: 3</i> <i>Against: 2</i> <u>Craig Gifford</u> : Agree. <u>Tom Myers</u> : For. Clarifies intent of the existing rule. <u>Wes Liu</u> : Do Not Support. The description provided reads as a response to an incident at one contest. The rule book is a poor place to negotiate			

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	<p>resolution of those types of issues. The proposed text will just make the rule book bigger.</p> <p><u>Justin Hickson</u>: Do Not Support. Sounds like a first time CD who's never been to a contest before</p> <p><u>Dave Taylor</u>: Concur. But don't add "clarification" motherhood. 32.8 condense it all to succinct verbiage (32.8.2 & .3). e.g. 32.8.2 "<i>As soon as possible, Contest Director will post and make available provisional scores and scoresheets for the personal inspection of the competitors.</i>" (renumber 32.8.4). Discussion item – why do scores need to be posted ASAP – isn't it enough to make gradesheets available?</p> <p><u>Doug Jenkins</u>: Yes.</p>
Rules Committee Recommendation	<p>ACCEPT</p> <p><i>ADD New 32.8 (Renumber current 32.8 and 32.9):</i></p> <p>32.8 Provisional Scores</p> <p>32.8.1 Scores are considered Provisional until their Protest Period has expired.</p> <p>32.8.2 Provisional Scores should be posted as soon as possible after the conclusion of their flight program.</p> <p>Clarification: It is not acceptable to deny competitors the right to protest scores by saving their publication until an awards ceremony.</p> <p>32.8.3 The Contest Director will make Provisional Scores and all such Scoresheets available for the personal inspection of the competitors as soon as possible.</p> <p>32.8.4 Provisional Scores must remain under the supervision of the Contest Director or their designee until the expiration of their Protest Period.</p> <p><i>Delete current 32.8.1 and 32.8.2 since redundant with above change:</i></p> <p>32.8 Official Scores</p> <p>32.8.1 The Contest Director will make Scoresheets available for the personal inspection of the competitors as soon as possible. These Scoresheets must remain under the supervision of the Contest Director or their designee until the expiration of the Protest Period.</p> <p>32.8.2 Scores and standings become final when their Protest Period has expired.</p>
Rules Committee Rationale	<p>These changes make it clear to all that the scoring initially posted is temporary and thus open for protest. It also details that during that provisional period there are specific process responsibilities that must be followed. This change does more than encourage open/fair practice, it requires it.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

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2025-5	Synopsis		Disallow Glider Super-Slow Rolls		
Proposed By	Date	IAC #	Email	Phone	
Jim Bourke	3-23-2024				
Current Affected Rule(s)	34.18.5 Allowable Figures 34.18.5.1 Any figure identified in the Aresti System Catalogue for Glider Aerobatic Figures may be used.				
Proposed Change	34.18.5 Allowable Figures 34.18.5.1 Any figure identified in the Aresti System Catalogue for Glider Aerobatic Figures may be used. <i>ADD new: Exception: 9.13.3.x Super-Slow Rolls may not be used.</i>				
Proposer Rationale	Super-Slow Rolls (for glider only) and their grading criteria were included in the IAC Rules prior to 2018 but were removed beginning in 2018. However, the current rules do not explicitly disallow their use. They are very rarely selected in Known or Free programs, and are not included in the list of Unknown figures allowed. Including them once again would impose additional grading rules, Chief Judge timing requirements and associated training for little benefit.				
Member Comments	<i>For: 4</i> <i>Against: 1</i> <u>Craig Gifford</u> : Unnecessary. <u>Tom Myers</u> : For. Valid rationale. <u>Wes Liu</u> : Support. This appears to be a valid correction of an error made during the rewrite of the rulebook. <u>Justin Hickson</u> : Support. Just put it back in the rule book. <u>Dave Taylor</u> : Concur. <u>Doug Jenkins</u> : Abstain. Not a glider aerobatic pilot.				
Rules Committee Recommendation	ACCEPT 34.18.5 Allowable Figures 34.18.5.1 Any figure identified in the Aresti System Catalogue for Glider Aerobatic Figures may be used. <i>ADD new: Exception: 9.13.3.x Super-Slow Rolls may not be used.</i>				
Rules Committee Rationale	It is unnecessary to include Super-Slow Rolls with the allowed glider figures, given their infrequent use, and thus we should explicitly exclude them in the rules. If we do not exclude, then we would need to train Grading and Chief Judges on the deduction and timing criteria for these special figures.				
IAC BOD Disposition					
IAC BOD Approved Change					

Rule Change Proposals for 2025



2025-6		Improvements to Program Briefing List		
Proposed By	Date	IAC #	Email	Phone
Jim Bourke	3-24-2024			
Current Affected Rule(s)	25 Program Briefing			
	<p>.....</p> <p>25.1.5 The briefing will include, in the following order:</p> <ul style="list-style-type: none"> a) Roll call and Order of Flight. <ul style="list-style-type: none"> i. Pilots must answer roll call in person. Competitors who miss roll call, without prior Contest Director Late Arrival permission, shall be charged \$50 to receive a special individual briefing. ii. If the special briefing fee has not been paid by the time the competitor flies, the Chief Judge will assess a Failure to Prepare Penalty. iii. The Contest Jury has the right to waive penalties if missing roll call was due to circumstances beyond the competitor's control. iv. Any Late Arrivals authorized by the Contest Director will be disclosed. b) Introduction of Judges, Starter, Contest Jury, and other contest officials. c) Introduction of government officials. d) Weather forecast and winds aloft. e) Official wind direction for the flight(s) immediately following the briefing. f) Position of the Aerobatic Box, Judging Line, and Deadline if applicable. g) Starting procedures. <ul style="list-style-type: none"> i. Location of dead prop area(s), if any. ii. Taxi, take-off, and holding procedures. iii. Noise abatement procedures and location of any noise sensitive areas. iv. Traffic pattern. v. Aborts by competitors on the ground and in the air. vi. Location of Sterile Area. h) Radio procedures and frequencies. i) Recall signals. Briefing of the recall signal shall include the phrasing to be used in the event of a recall, and the types of instructions that will be given in the event of a traffic conflict. j) Optional Safety Check maneuver. k) Official contest working hours. l) Low Lines. m) Personnel permitted on the judging line. n) Review of the Incident Response Plan. o) Review of grading criteria for figures and Presentation, as required. 			

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Proposed Change	<p><i>Delete current Item o). Move current c), d), k), m) and n) without text change to alternate positions in the list:</i></p> <p>25 Program Briefing</p> <p>.....</p> <p>25.1.5 The briefing will include, at a minimum, in the following order:</p> <ul style="list-style-type: none"> a) Roll call and Order of Flight. <ul style="list-style-type: none"> i. Pilots must answer roll call in person. Competitors who miss roll call, without prior Contest Director Late Arrival permission, shall be charged \$50 to receive a special individual briefing. ii. If the special briefing fee has not been paid by the time the competitor flies, the Chief Judge will assess a Failure to Prepare Penalty. iii. The Contest Jury has the right to waive penalties if missing roll call was due to circumstances beyond the competitor's control. iv. Any Late Arrivals authorized by the Contest Director will be disclosed. <i>(was k)</i> b) Official contest working hours. <i>(was m)</i> c) Personnel permitted on the judging line. <i>(was n)</i> d) Review of the Incident Response Plan. e) Official wind direction for the flight(s) immediately following the briefing. f) Position of the Aerobatic Box, Judging Line, and Deadline if applicable. g) Starting procedures. <ul style="list-style-type: none"> i. Location of dead prop area(s), if any. ii. Taxi, take-off, and holding procedures. iii. Noise abatement procedures and location of any noise sensitive areas. iv. Traffic pattern. v. Aborts by competitors on the ground and in the air. vi. Location of Sterile Area. h) Radio procedures and frequencies. i) Recall signals. Briefing of the recall signal shall include the phrasing to be used in the event of a recall, and the types of instructions that will be given in the event of a traffic conflict. j) Optional Safety Check maneuver. l) Low Lines. o) Review of grading criteria for figures and Presentation, as required. <i>(was c)</i> m) Introduction of government officials. <i>(was d)</i> n) Weather forecast and winds aloft.
Proposer Rationale	<p>This change improves the Program Briefing a bit because it lists items in a better order.</p>

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	<p>Including the phrase “at a minimum” clearly permits items that may be important to a specific contest to be included without apparent violation of the rules.</p> <p>Remove 25.1.5 (o) because it is already covered by 30.7.3 (f) and (g). Chief Judges tend to skip this topic during the morning briefing.</p> <p>Moving 25.1.5 (c) and (d) to the end, 25.1.5 (k) so it is between (a) and (b) and 25.1.5 (m) and (n) so they are between (b) and (c) will organize the items a bit better.</p>
Member Comments	<p>For: 3 Against: 3</p> <p><u>Craig Gifford</u>: Agree, except n is unnecessary and a waste of time in briefing. Pilots are responsible for weather under the FARs. Wind direction at 3,000 is largely irrelevant, and that is the measure that is almost always given in a briefing. Competitors should do their own wind planning, tools and information are readily available.</p> <p><u>Tom Myers</u>: Against. Unnecessary.</p> <p><u>Wes Liu</u>: Do Not Support. This proposal appears to be the “good idea” of one individual. For a very very long time Contest Directors and Chief Judges have used the current text. The only rationale offered is that the submitter wants a different order.</p> <p><u>Justin Hickson</u>: Do Not Support. Because it's all ready in the current brief. If the CD wants, they can change or have the person briefing brief in the order fit for the contest.</p> <p><u>Dave Taylor</u>: OK with “at a minimum”. WX & winds brief needs to be early on, before official direction.</p> <p><u>Doug Jenkins</u>: Kinda. I agree with the change to add “at a minimum” but the rest is happy to glad and the briefer can arrange the topics however they see fit already.</p>
Rules Committee Recommendation	<p>ACCEPT with Revision (Add list is to be a minimum that is briefed. Delete requirement that the items must be briefed in a specific order. Delete current Item o).</p> <p>25 Program Briefing 25.1.5 The briefing will include, at a minimum in the following order:</p> <ul style="list-style-type: none"> a) Roll call and Order of Flight. <ul style="list-style-type: none"> i. Pilots must answer roll call in person. Competitors who miss roll call, without prior Contest Director Late Arrival permission, shall be charged \$50 to receive a special individual briefing. ii. If the special briefing fee has not been paid by the time the competitor flies, the Chief Judge will assess a Failure to Prepare Penalty. iii. The Contest Jury has the right to waive penalties if missing roll call was due to circumstances beyond the competitor’s control.

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	<p>iv. Any Late Arrivals authorized by the Contest Director will be disclosed.</p> <p>b) Introduction of Judges, Starter, Contest Jury, and other contest officials.</p> <p>c) Introduction of government officials.</p> <p>d) Weather forecast and winds aloft.</p> <p>e) Official wind direction for the flight(s) immediately following the briefing.</p> <p>f) Position of the Aerobatic Box, Judging Line, and Deadline if applicable.</p> <p>g) Starting procedures.</p> <p>i. Location of dead prop area(s), if any.</p> <p>ii. Taxi, take-off, and holding procedures.</p> <p>iii. Noise abatement procedures and location of any noise sensitive areas.</p> <p>iv. Traffic pattern.</p> <p>v. Aborts by competitors on the ground and in the air.</p> <p>vi. Location of Sterile Area.</p> <p>h) Radio procedures and frequencies.</p> <p>i) Recall signals. Briefing of the recall signal shall include the phrasing to be used in the event of a recall, and the types of instructions that will be given in the event of a traffic conflict.</p> <p>j) Optional Safety Check maneuver.</p> <p>k) Official contest working hours.</p> <p>l) Low Lines.</p> <p>m) Personnel permitted on the judging line.</p> <p>n) Review of the Incident Response Plan.</p> <p>o) Review of grading criteria for figures and Presentation, as required.</p>
Rules Committee Rationale	<p>Including the phrase “at a minimum” more clearly allows other items that may be important to a specific contest to be included with no violation of the rules.</p> <p>There is no need to mandate a briefing order. Circumstances for a contest (e.g. problematic weather) may indicate that a different order provides better communication to all involved – The CD and CJ should determine what works best. What is key is that all items are covered.</p> <p>Remove 25.1.5 (o) because it is already covered by 30.7.3 (f) and (g) during the judging line briefing. There is no need to train all competitors and volunteers on grading criteria during the program briefing – Anyone can refer to the rule book if desired.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2025



2025-7		Allow Radio as Alternate to Wing Dips		
Proposed By	Date	IAC #	Email	Phone
Dan Pichelman	4-16-2024			
Current Affected Rule(s)	14.4 Signaling 14.4.1 The standardized signal is a visible and distinct dipping of the wings. 14.4.2 The ideal signal consists of three (3) wing dips, each with a 45 degree or greater bank angle. However, no penalty shall be given for deviating from the ideal if the intent is clear to the Chief Judge.			
Proposed Change	14.4 Signaling 14.4.1 The standardized signal is a visible and distinct dipping of the wings. 14.4.2 The ideal signal consists of three (3) wing dips, each with a 45 degree or greater bank angle. However, no penalty shall be given for deviating from the ideal if the intent is clear to the Chief Judge. ADD new: Exception: The competitor may optionally make a radio call either in addition to the wing dips or as a replacement for them.			
Proposer Rationale	Signaling is a form of box control, and rule 14.1.1 states "Radio shall be the sole means of controlling the Aerobatic Box". Rule 14.1.2 requires all competitors to have a working radio. This is a far clearer way of communicating intent than wing wags. I'm proposing we make this optional so members can experiment with the idea. Allowing it to replace wing wags can potentially simplify things for less experienced pilots.			
Member Comments	For: 1 Against: 6 <u>Craig Gifford</u> : Strongly disagree. Radio calls are subject to malfunction of radios, push to talk buttons, and not audible by line judges. Though some chief judges use a whistle at Nationals, it is not in the rules. Besides, this would discriminate against hearing-impaired judges. One might argue requiring wing dips discriminates against visually-impaired judges, but I'd proffer they shouldn't be on the line anyway....I know a few I'd accuse of being visually impaired though :) <u>Tom Myers</u> : Against. Unnecessary. Disagree with rationale. <u>Wes Liu</u> : Do Not Support. The writer proposes an "experiment". The rule book is not the place for experiments. Currently a competitor can make a radio call and then do wing dips. Radio calls must be received at the Chief Judge's table and then relayed to the Grading Judges. Extra			

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	<p>work. Wing dips are easily seen by the Grading Judges and do not require annunciation by the Chief Judge, although that is often done.</p> <p><u>Justin Hickson</u>: Do Not Support. Pilot should be able to wing wag for their category.</p> <p><u>Marty Hill</u>: Do not concur. Sometimes the chief judge gets distracted after clearing a competitor into the box. Especially if it's a "new competitor." Wing wag is an obvious signal to everyone on the judges line who may, or may not be able to hear the radio with box frequency.</p> <p><u>Dave Taylor</u>: Do not concur. Signaling does not equal box control. CJ controls box. Dips are primary line-judge signaling "device".</p> <p><u>Doug Jenkins</u>: OK. It does seem that the non-use of radio is left over from the days of panels and smoke bombs. Maybe it's time to enter the 21st century? Making it optional seems like a good way to test the waters. I will still wag though!</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	Wing wags remain an important signal of program start for all observers, most notably the Grading Judges. Use of radio is critical to maintain box control and may notify the Chief Judge, but it may be sometimes difficult for the CJ to relay that notification in a clear and timely manner.
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2025



2025-8		Require Recording of Decimal Grades		
Proposed By	Date	IAC #	Email	Phone
Barrett Hines	6-9-2024			
Current Affected Rule(s)	<p>26.1 Grading of Figures</p> <p>26.1.1 Grading Judges must independently and dispassionately assess the quality of every figure, against the standard of perfection, during each Performance.</p> <p>Clarification: To judge dispassionately means to disregard the subjective factors of the flight (e.g., aircraft noise or speed, difficulty of the sequence), as well as feelings about each competitor, etc.</p> <p>26.1.2 Judges shall assign one overall grade for each numbered figure and Presentation.</p> <p>26.1.3 A grade of ten (10.0) represents a perfect figure in which the judge saw no deviations from the prescribed criteria.</p> <p>26.1.4 Judges shall deduct points in multiples of 0.5 as defects are observed.</p> <p>26.1.5 A grade of zero (0.0) is the lowest possible grade for a figure.</p> <p>26.1.6 In certain cases, judges cannot award a numeric grade and an “HZ” (Hard Zero) or “A” (Average) will be entered instead.</p> <p>26.1.7 Figures begin and end in wings-level, horizontal flight, aligned with a box axis.</p> <p>26.1.8 The grading of each figure begins upon departure from horizontal flight and ends upon resumption of horizontal flight.</p> <p>Exception: Square and Octagon Loops (Aresti Aerobatic Catalogue numbers 7.4.3 thru 7.4.6) have special criteria for the final line; see the Family-Specific Grading Criteria.</p> <p>26.1.9 Judges must base deductions solely on the criteria specified in this rule book.</p>			
Proposed Change	<p>26.1 Grading of Figures</p> <p>26.1.1 Grading Judges must independently and dispassionately assess the quality of every figure, against the standard of perfection, during each Performance.</p> <p>Clarification: To judge dispassionately means to disregard the subjective factors of the flight (e.g., aircraft noise or speed, difficulty of the sequence), as well as feelings about each competitor, etc.</p> <p>26.1.2 Judges shall assign one overall grade for each numbered figure and Presentation.</p> <p>26.1.3 A grade of ten (10.0) represents a perfect figure in which the judge saw no deviations from the prescribed criteria.</p> <p>26.1.4 Judges shall deduct points in multiples of 0.5 as defects are observed.</p> <p>26.1.5 A grade of zero (0.0) is the lowest possible grade for a figure.</p>			

Rule Change Proposals for 2025



	<p>ADD New: 26.1.6 The Recorder shall document numerical grades on the Scoresheet to one decimal place (either “x.0” or “x.5”) as assigned by the Grading Judge.</p> <p><i>Renumber the remaining 26.1 paragraphs:</i></p> <p>26.1.7 In certain cases, judges cannot award a numeric grade and an “HZ” (Hard Zero) or “A” (Average) will be entered instead.</p> <p>26.1.8 Figures begin and end in wings-level, horizontal flight, aligned with a box axis.</p> <p>26.1.9 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) have special criteria for the final line; see the Family-Specific Grading Criteria.</p> <p>26.1.10 Judges must base deductions solely on the criteria specified in this rule book.</p>
Proposer Rationale	<p>There is currently no rule stating that whole number scores (e.g. 1, 2, 3, ...10) must be followed with a “.0” by the recorder on the grading sheet. Although a best practice usually done, requiring the “.0” clarifies that the recorded grade is complete as well as helps bolster the security of the grading during processing of the scoresheets.</p>
Member Comments	<p>For: 4 Against: 3</p> <p><u>Craig Gifford</u>: Support - unnecessary but avoids disputes for extraneous pen marks.</p> <p><u>Tom Myers</u>: For. Clarifies intent of the existing rule.</p> <p><u>Wes Liu</u>: Do Not Support. The assignment and recording of grades is covered elsewhere in the rulebook. Grading Judges are tasked with awarding grades with one decimal place. Since Recorders do not generally read the rulebook, the proposed added text will just make the rulebook longer/fatter without improving the recording of figure grades.</p> <p><u>Justin Hickson</u>: Do Not Support. Grading Judge should have better oversight on Recorder, especially if it's the Recorder's first time!</p> <p><u>Dave Taylor</u>: Just add to 2.6.1.2 sentence. This requirement is not the recorder's responsibility – it is the judge's responsibility.... 26.1.2 <i>Judges shall assign one overall grade for each numbered figure and Presentation, using X.0 or X.5 syntax (i.e. grade to one decimal place using 0.5 point increments).</i></p> <p><u>Greg Dinning</u>: My comment is that this rule change at most should be written as a preference or suggestion, not a requirement. The word "shall" is used elsewhere to indicate a requirement. This means any score written without a .0 or .5 is invalid, requiring remedy and disrupting contest procedures.</p> <p><u>Doug Jenkins</u>: Yes. Mostly harmless.</p>

Rule Change Proposals for 2025



Rules Committee Recommendation	<p>ACCEPT with Revision</p> <p>26.1 Grading of Figures</p> <p>26.1.1 Grading Judges must independently and dispassionately assess the quality of every figure, against the standard of perfection, during each Performance.</p> <p>Clarification: To judge dispassionately means to disregard the subjective factors of the flight (e.g., aircraft noise or speed, difficulty of the sequence), as well as feelings about each competitor, etc.</p> <p>26.1.2 Judges shall assign one overall grade for each numbered figure and Presentation.</p> <p>26.1.3 A grade of ten (10.0) represents a perfect figure in which the judge saw no deviations from the prescribed criteria.</p> <p>26.1.4 Judges shall deduct points in multiples of 0.5 as defects are observed.</p> <p>26.1.5 A grade of zero (0.0) is the lowest possible grade for a figure.</p> <p><i>ADD New:</i> 26.1.6 The Grading Judge shall ensure that the numerical grades are recorded to one decimal place.</p> <p><i>EXAMPLE:</i> A grade of 1 will be recorded on the Scoresheet as “1.0”; a grade of 10 will be recorded as “10.0”; a grade of 3.5 will be recorded as “3.5”.</p> <p><i>Renumber the remaining 26.1 paragraphs:</i></p> <p>26.1.7 In certain cases, judges cannot award a numeric grade and an “HZ” (Hard Zero) or “A” (Average) will be entered instead.</p> <p>26.1.8 Figures begin and end in wings-level, horizontal flight, aligned with a box axis.</p> <p>26.1.9 The grading of each figure begins upon departure from horizontal flight and ends upon resumption of horizontal flight.</p> <p>Exception: Square and Octagon Loops (Aresti Aerobatic Catalogue numbers 7.4.3 thru 7.4.6) have special criteria for the final line; see the Family-Specific Grading Criteria.</p> <p>26.1.10 Judges must base deductions solely on the criteria specified in this rule book.</p>
Rules Committee Rationale	<p>This change codifies what has long been normal practice. Requiring the “.0” clarifies that the recorded grade is complete as intended by the Grading Judge, without ambiguity. Grading Judges are responsible for this task since they manage each judge station. The change formally bolsters the security of the grading during processing of the scoresheets.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2025



2025-9	Synopsis		Reinstate Qualification Flight Requirement		
Proposed By	Date	IAC #	Email	Phone	
Jamie Treat	6-30-2024				
Current Affected Rule(s)	None				
Proposed Change	<p><i>ADD New: (22.4) The first Known compulsory in each category is a qualification flight. If a majority of the Judges in that category votes that a competitor has demonstrated an inability to safely control the aircraft, the competitor will be disqualified from that category.</i></p> <p><i>ADD New: (22.5) In addition, competitors who do not complete 75% of the figures (by either not flying the figure or receiving a grade of zero for a figure flown) in their Known compulsory will be disqualified from that category. This does not mean the competitors who receive zeros for figures flown in the wrong direction will be disqualified solely for this error.</i></p>				
Proposer Rationale	This is a safety issue and concern. Since these rules were removed, a Contest Director has no means of managing a safe contest when unqualified pilot(s) attend and IAC sanctioned event. (The proposed rules are derived from the 2019 rules 5.2 and 4.2.3.)				
Member Comments	<p><i>For: 4</i> <i>Against: 3</i></p> <p><u>Craig Gifford</u>: 22.4 might be acceptable, 22.5 definitely unacceptable (and unnecessary) - a competitor could easily leave out 25% of figures in a flight by misreading card and leaving out a line, yet be perfectly safe. I personally have done exactly that at Nationals and yet still qualified for team by strong (and yes safe) performances in later flights.</p> <p><u>Tom Myers</u>: Against. Not necessary. Chief judges and juries already have the ability to recall and discontinue the flying of unsafe pilots.</p> <p><u>Justin Hickson</u>: Support with alternate approach. I agree there should be a minimum score to qualify. However, say a competitor flew the full sequence backwards giving them a score of 0 vs a competitor who flew a sequence so poorly that no score could be obtained are two different reasons. Thus the Jury, CD, and the pilot should have talk together to determine the course of action if the pilot is allowed to continue or not.</p> <p><u>Morgan Katnik</u>: I partially agree with the proposed rule, but with one change:</p> <p><i>Competitors are exempt from 22.4 and 22.5 if a safety pilot is onboard.</i> I am a safety pilot, and I flew with a competitor who earned a 13%pp due to lack of preparation and awareness. The competitor alone may have been unsafe, but I was not going to allow the aircraft to become unstable in a dangerous manner. I know other safety pilots feel the same.</p> <p><u>Marty Hill</u>: Agree with compulsory requirement. Agree with overall intent. Proposed 22.5 needs to be reworded: changes in []</p>				

Rule Change Proposals for 2025



	<p>(22.5) In addition, competitors who do not complete [add: at least] 75% of the figures [delete: (by either not flying the figure or receiving a grade of zero for a figure flown)] [add: regardless of score,] in their Known compulsory will be disqualified from that category. This does not mean the competitors who receive zeros [add: or HZs] for figures flown in the wrong direction [add: or missing/added elements] will be disqualified solely for [these errors].</p> <p><u>Dave Taylor</u>: CJ is primary safety officer. It should be a CJ decision. He is free to consult line judges and/or CD. (New 22.5 wording is unclear – I don't know what to do after reading it.)</p> <p><u>Doug Jenkins</u>: Getting There. I agree with the premise, but you lost me at “or receiving a grade of zero for a figure flown.” A figure can get a zero (by means other than being flown backwards) and still be SAFE. If the parenthetical were changed to (by not flying the figure) I would support.</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	<p>The proposed new 22.4 is redundant with the existing 30.5.2: <i>30.5.2 The Chief Judge may disqualify a competitor for unsafe flying if a majority of the Grading Judges agree.</i></p> <p>Using specific criteria as proposed in the new 22.5 could be inappropriately restrictive in some situations or not cover other possible concerns – The general unsafe flying disqualification process of 30.5.2 provides a path to handle safety in all scenarios.</p> <p>Note that a Protest submittal to the Contest Jury remains an appeals path should the competitor wish to revisit the Chief Judge's decision.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2025



2025-10		Synopsis			Jury-Authorized Optional Breaks for All Competitors		
Proposed By		Date	IAC #	Email		Phone	
Phillip Gragg		6-30-2024					
Current Affected Rule(s)		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 Chief Judge's Penalty Form, 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.					
Proposed Change		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 Chief Judge's Penalty Form, 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. <i>ADD new: e) Once a break is authorized by the Contest Jury, all competitors within a category shall be able exercise the optional break without penalty for that flight program.</i> <i>DELETE current 12.6.3</i>					

Rule Change Proposals for 2025



Proposer Rationale	<p>1. This aligns the rule book with actual practice at competitions.</p> <p>2. Enhances a level playing field: to the seasoned or astute competitor, an optional break offers the opportunity to achieve a higher energy state or improve positioning without a points deduction. This advantage is especially relevant if an unknown is designed to test strategic thinking through restrictions on energy, positioning, or altitude.</p>
Member Comments	<p>For: 3 Against: 4</p> <p><u>Craig Gifford</u>: Support, optional breaks should apply to an entire category because distinguishing between using for safety vs strategy is impossible, so to allow one competitor a strategic advantage over another doesn't promote fair play.</p> <p><u>Tom Myers</u>: Against. Inconsistent with the goal of the existing rule.</p> <p><u>Wes Liu</u>: Do Not Support. The current rule functions well. With 10 minutes notice, the competitors should be able to adjust their planning for their competition flight. This proposal does not appear to solve any real problem. If the actual practice is to allow all competitors in a category to use a free break, then no rule change is needed to allow that practice.</p> <p><u>Justin Hickson</u>: Do Not Support. Already exists, just word Smithing.</p> <p><u>Marty Hill</u>: Do not concur. If the weather conditions improve and the optional break is removed before the first contestant in that category launches (with reasonable time) and a level field is assured, it has the opportunity to speed up each flight by several minutes and even hours over a large category (3 minutes over 20 competitors, the approximate size of last year's advanced field at nationals) adds up to a large loss of daylight.</p> <p><u>Dave Taylor</u>: Concur to make it for whole category once allowed. Prevents issues by CJ taking it away if WX goes from 30OVC to 32OVC or 5.1k DA to 4.9k DA , etc.</p> <p><u>Doug Jenkins</u>: Yes. Fair to all.</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	<p>This change does not address the situation when, after some competitors have flown, degrading weather might indicate that an optional break is appropriate for the remaining pilots. Following the provided rationale, the earlier pilots should be allowed a re-flight to give them equal opportunity at a break. Not only would that be disruptive to a contest, it brings up other aspects of fairness to all.</p> <p>There are often variations in the flight conditions during a contest, e.g. wind changes, temperature, sun, etc. It is not practical to make the environment exactly equal for all pilots. The existing rule exists to allow a contest to continue with a measure fairness mitigation, if the Jury deems safe, but it cannot always guarantee a precisely even playing field.</p>

Rule Change Proposals for 2025



IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2025



2025-11		Eliminate 2-pt Roll on 45 Down From Intermediate Unknowns																																																																		
Proposed By	Date	IAC #	Email		Phone																																																															
Phillip Gragg	6-30-2024																																																																			
Current Affected Rule(s)	37.2.22 Sub-Family 9.2 – 2-Point Aileron Rolls																																																																			
	<table><tr><td></td><td>¼</td><td>½</td><td>¾</td><td>1</td><td>1¼</td><td>1½</td><td>1¾</td><td>2</td></tr><tr><td>9.2.1</td><td></td><td></td><td></td><td></td><td>13K U</td><td></td><td></td><td></td></tr><tr><td>9.2.2</td><td></td><td></td><td></td><td></td><td>11K AU</td><td>14K U</td><td></td><td></td></tr><tr><td>9.2.3</td><td></td><td></td><td></td><td></td><td>9K IAU</td><td>12K AU</td><td></td><td>15K AU</td></tr><tr><td>9.2.4</td><td></td><td></td><td></td><td></td><td>9K IAU</td><td></td><td></td><td></td></tr><tr><td>9.2.5</td><td></td><td></td><td></td><td></td><td>9K U</td><td></td><td></td><td></td></tr><tr><td></td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td></tr></table>						¼	½	¾	1	1¼	1½	1¾	2	9.2.1					13K U				9.2.2					11K AU	14K U			9.2.3					9K IAU	12K AU		15K AU	9.2.4					9K IAU				9.2.5					9K U					1	2	3	4	5	6	7	8
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Proposed Change	In 37.2.22, REMOVE “T” from eligibility for figure 9.2.4.4.																																																																			
Proposer Rationale	<p>While 9.2.4.4 (two point roll on a 45 downline) is flyable by a decathlon and lower performing Pitts, it is a figure restricted to two base figures: 1.1.2.3 (upright line segment 45 down) and 8.7.5.1 (Q Loop), and results in substantial altitude loss and potential airspeed issues. The Q loop, when well presented, results in a 300 foot altitude loss. With a two point the altitude loss is 700 feet for basic completion, and closer to 1000 feet when well presented. This is to say nothing of the 800 feet height of the preceding loop.</p> <p>The two point roll is NOT permitted on 1.2.1.3, 1.2.2.3, 8.4.15, of any of the five relevant subfamily 8.5 (half Cuban) derivatives.</p> <p>Additionally, the figure is the max permitted permutation of 2 pt rolls on a 45 down line in both Advanced and Unlimited. This is a figure better left to those two categories.</p>																																																																			
Member Comments	<p>For: 3 Against: 6</p> <p><u>John Shavinsky</u>: I oppose this change. It is my opinion that a two point roll on 45° down line is reasonably within the intermediate competitors</p>																																																																			

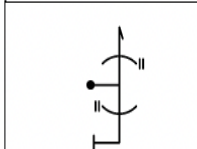
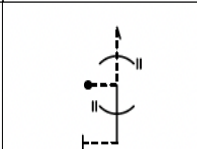
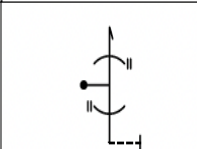
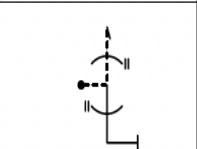
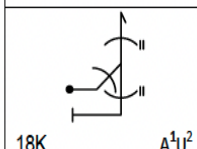
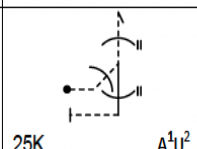
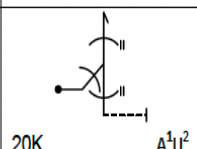
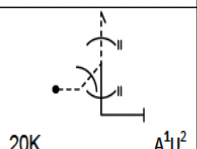
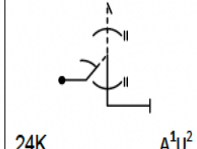
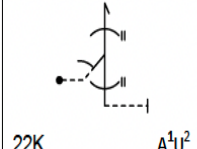
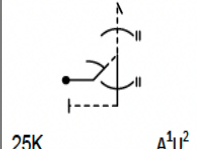
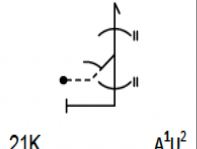
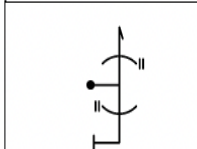
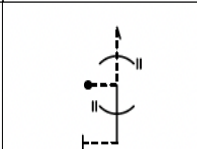
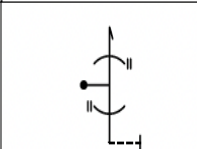
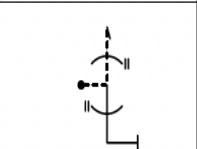
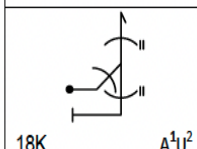
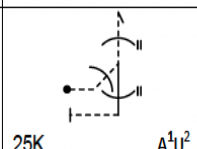
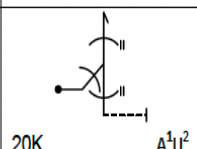
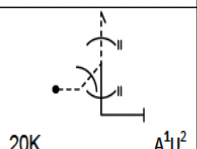
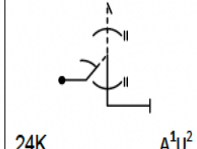
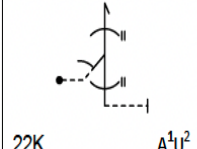
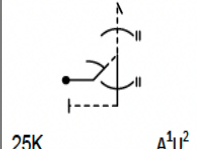
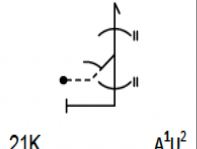
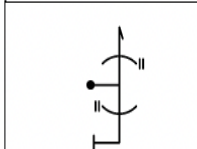
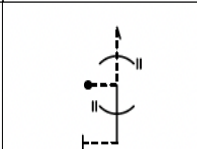
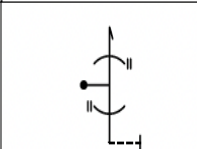
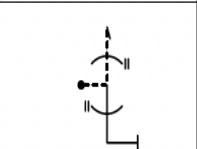
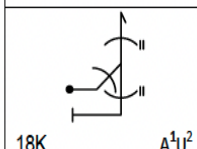
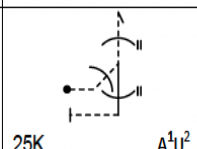
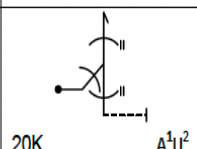
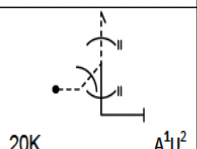
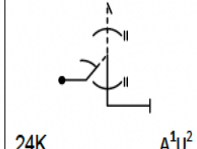
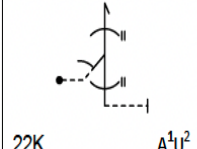
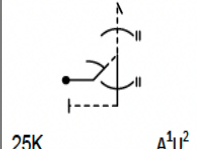
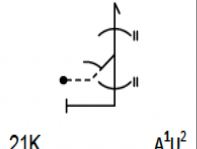
Rule Change Proposals for 2025



	<p>skill set and aircraft performance capability and therefore should continue to be an eligible element for Intermediate Unknown sequences.</p> <p><u>Craig Gifford</u>: Support - this can be a tough element for low roll performance aircraft.</p> <p><u>Tom Myers</u>: For. Valid rationale.</p> <p><u>Wes Liu</u>: Do Not Support. The proposer essentially offers the rationale that this roll is “too hard” for some competitors. Not sympathetic. Competitors can plan to take a break if they believe that they will have an altitude/energy issue. A Contest Jury can review Unknowns and make small changes if there is a safety issue. I will suggest that the 2 pt roll should be allowed on the 1.2.1.3, etc figures that are mentioned by the submitter.</p> <p><u>Justin Hickson</u>: Do Not Support. Because 9.2.4.1 does not apply to Intermediate already.</p> <p><u>Marty Hill</u>: Do not concur. There is no reason to restrict this figure. Planning how to execute the roll on the line (and possible altitude loss) is part of unknown planning. Proposer sets very specific altitude loss based on how he flies his airplane, that's going to change on airspeed, roll rate, how long the point is held and amount of time prior to initiating roll.</p> <p><u>Dave Taylor</u>: Do not concur. There are more than two figures in INT UNK where 9.2.4.1 can be used. Solution is to make a caveat for “not on Q loops”. Should be ok for 1.2.6.1 , 7.3.3.3 , 8.5.1.3 though.</p> <p><u>Doug Jenkins</u>: Yes.</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	Competitors and/or their aircraft may have various issues with certain figures. This is something pilots need to train for and have strategies to mitigate for any flight, including the Unknown – This is an inherent part of our sport. The specific element mentioned here is already restricted to few figures in the Intermediate category and those may be suitably managed in slower-rolling aircraft. Per the existing rules, the Contest Jury is authorized to amend any Unknown for safety reasons.
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2025



2025-12	Synopsis	Add 45 Up Hammerhead to Intermediate Unknowns																						
Proposed By	Date	IAC #	Email	Phone																				
Phillip Gragg	6-30-2024																							
Current Affected Rule(s)	<p>37.2.8 Family 5 – Stall Turns (Hammerheads)</p> <table border="1"> <thead> <tr> <th></th><th>1</th><th>2</th><th>3</th><th>4</th></tr> </thead> <tbody> <tr> <td>5.2.1</td><td> 17K IAU</td><td> 23K AU</td><td> 18K AU</td><td> 22K AU</td></tr> <tr> <td>5.3.1</td><td> 18K A¹U²</td><td> 25K A¹U²</td><td> 20K A¹U²</td><td> 20K A¹U²</td></tr> <tr> <td>5.3.2</td><td> 24K A¹U²</td><td> 22K A¹U²</td><td> 25K A¹U²</td><td> 21K A¹U²</td></tr> </tbody> </table> <p>1) Only 9.1.2.2 and 9.4.2.2 are permitted on 45 degree lines. Only 9.1.1.1 is permitted on vertical up lines. 2) Snap rolls are not permitted on vertical up lines or 45 degree lines. The combined total for all rolls on the 45 degree and vertical up lines must not exceed 450 degrees of rotation and 4 stops.</p>					1	2	3	4	5.2.1	 17K IAU	 23K AU	 18K AU	 22K AU	5.3.1	 18K A ¹ U ²	 25K A ¹ U ²	 20K A ¹ U ²	 20K A ¹ U ²	5.3.2	 24K A ¹ U ²	 22K A ¹ U ²	 25K A ¹ U ²	 21K A ¹ U ²
	1	2	3	4																				
5.2.1	 17K IAU	 23K AU	 18K AU	 22K AU																				
5.3.1	 18K A ¹ U ²	 25K A ¹ U ²	 20K A ¹ U ²	 20K A ¹ U ²																				
5.3.2	 24K A ¹ U ²	 22K A ¹ U ²	 25K A ¹ U ²	 21K A ¹ U ²																				
Proposed Change	<p><i>In 37.2.8, ADD “I” to eligibility for figure 5.3.1.1</i> <i>In 37.2.8, ADD note that, for Intermediate only, no rolls are permitted on either the 45 or vertical uplines</i></p>																							
Proposer Rationale	<p>Figure 5.3.1.1 is a well-established and often used figure, having been used in recent Sportsman and Intermediate known sequences. It is also a commonly utilized figure and Intermediate freestyle programs.</p> <p>In reviewing nine recent intermediate, unknown sequences, eight of those have hammer heads. However, since the catalog is restricted. Solely to figure 5.2.1.1, there is less variation in unknown sequences then might otherwise be desired.</p> <p>Figure 5.3.1.1 should be added to the intermediate unknown catalog to increase diversity of base figures available. However, this figure is restricted at the advanced and unlimited level based on relevant performance criteria. In this regard intermediate should be no different:</p> <ol style="list-style-type: none"> 1. Rolls should not be permitted on the 45° upline. 2. Roll should not be permitted on the vertical upline. 																							
Member Comments	<p>For: 6 Against: 2</p>																							

Rule Change Proposals for 2025



	<p><u>John Shavinsky</u>: I support this change. I concur that a 45° hammerhead entry provides additional variation in Intermediate Unknown sequence design. Furthermore, it is my opinion that this element is reasonably within the intermediate competitors skill set and aircraft performance capability and therefore this element should be added as an eligible element for Intermediate Unknown sequences.</p> <p><u>Craig Gifford</u>: Not in favor - low performance aircraft can complete this maneuver from near or at Vne, but unknown sequence designers might place the figure in a sequence where adequate airspeed might not be attainable.</p> <p><u>Tom Myers</u>: For. Valid rationale.</p> <p><u>Wes Liu</u>: Support. The rationale makes sense.</p> <p><u>Justin Hickson</u>: Support.</p> <p><u>Marty Hill</u>: Do not concur. Agree that the base figure should be allowed but I see no reason to restrict rolls on 45 and upline as those would be allowed other places in the sequence. I would support it if it also allowed 5.3.2.4 and with a note "only one roll element with not more than 1/2 rotations may be used either on the 45, upline, or downline."</p> <p><u>Dave Taylor</u>: Concur.</p> <p><u>Doug Jenkins</u>: Yes.</p>
Rules Committee Recommendation	<p>ACCEPT</p> <p><i>In 37.2.8, ADD "I" to eligibility for figure 5.3.1.1</i></p> <p><i>In 37.2.8, ADD note that, for Intermediate only, no rolls are permitted on either the 45 or vertical uplines</i></p>
Rules Committee Rationale	<p>This addition provides more sequence options with a figure that should be flyable by Intermediate competitors in all types of aircraft.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2025



2025-13				
Synopsis				
Create a Legends Category as Alternate to Advanced and Unlimited				
Proposed By	Date	IAC #	Email	Phone
Pike Kelly	6-30-2024			
Current Affected Rule(s)	7.2() Altitude Limits 13() Penalties 23() The Free Program 24() The Unknown Program 29() Presentation 34() Gliders 35() The Four Minute Freestyle 37() Allowable Figures for Unknowns			
Proposed Change	<i>Throughout the book, where “Advanced” appears, replace with “Advanced/Legends”. Effectively, Legends category pilots would fly during the Advanced programs and per the Advanced rules, but they would perform alternate sequences.</i>			
Proposer Rationale	<p>The current category progression from Intermediate to Advanced and Advanced to Unlimited no longer aligns with the spirit and intent of the International Aerobatic Club or the CIVA Sporting Code. Continuation of the Advanced and Unlimited Categories by the IAC as status quo hinders our international presence by failing to properly expose the competitors, by repetition, to the CIVA contest format and challenges that format presents. Conversely, continuing the subject categories progression by status quo alienates a large section of our membership that have not the desire nor financial ability to compete under CIVA contest rules.</p> <p>The IAC must remain relevant with our National and International Competitors.</p> <p>The creation of the Legends Category allows the IAC to maintain this relevancy in a simple method.</p> <div style="text-align: center;"> <pre> graph LR PRIMARY --> SPORTSMAN SPORTSMAN --> INTERMEDIATE INTERMEDIATE --> ADVANCED INTERMEDIATE --> UNLIMITED ADVANCED <--> UNLIMITED ADVANCED <--> LEGENDS UNLIMITED <--> LEGENDS </pre> </div> <p>The LEGENDS Category follows the traditional IAC Contest format of a KNOWN, FREE, and UNKNOWN. The limitations of the category shall be defined by the current ADVANCED Category limitations Rule 7.2. Penalties shall be defined by the current ADVANCED Category Rule 13.</p> <p>LEGENDS Sequences:</p>			

Rule Change Proposals for 2025



	<p>The KNOWN, FREE, and UNKNOWN sequences will be selected from the IAC ADVANCED Historic Sequences not less than 20years old. The contest director, at their discretion, may opt for a KNOWN, UNKNOWN and SECOND UNKNOWN, all selected from the IAC ADVANCED Historic Sequences, and all not less than 20years old. Example: Current Year 2024 – 20 years = 2004 Advanced Knowns are eligible for selection.</p> <p>The time limitation of the sequences, 20 years, maintains relevance in aircraft technology and availability, as current and legacy aircraft will be competitive in this category in perpetuity.</p> <p>LEGENDS Participation: Competitors moving up from Intermediate may select the path that best suits their interest in competitive aerobatics. Current competitors in ADVANCED or UNLIMITED who wish for a different challenge or one less physically demanding, may select to fly the LEGENDS category.</p>
<p>Member Comments</p>	<p><i>For: 2</i> <i>Against: 5</i></p> <p><u>Craig Gifford</u>: Not in favor. well intentioned, but misguided and poorly proposed, especially when combined with 2025-14. I believe we need another category but a more robust proposal to accomplish. We need a “harder Advanced” to narrow the gap to Unlimited, but we need an easier Advanced than we have currently for those not moving to harder Advanced. And we need the easier Advanced to be a bridge from Intermediate so that we can free Intermediate from Snaps. Suggest a working group to propose a more fulsome alignment of allowable figures across categories to accompany any additional category proposal.</p> <p><u>Tom Myers</u>: Against. Fix the criteria for Advanced and Unlimited sequences instead.</p> <p><u>Wes Liu</u>: Do Not Support. A few years ago IAC decided to move away from CIVA to benefit the “grassroot” majority of the membership. Of the 400+ members who compete, the number of pilots who might take advantage of a “Legends” category can be counted on the fingers of your hands. 90% of the active competitors are happy with the current categories. In addition, this proposal ignores its impact on the A) administration of regional contests, B) the time constraints of regional contests, C) the impact on the JasPer scoring program, D) the impact on the IAC website and its database. I will mention that the IAC website and database have not caught up with the change of Judge titling and assignment of volunteer credits. At this time the proposed change will negatively impact an already overburdened IAC IT team.</p> <p><u>Justin Hickson</u>: Do Not Support. Lumping any pilot(s) from Advanced or Unlimited who do not want to compete under CIVA rules is</p>

Rule Change Proposals for 2025



	<p>discrimination. Either side can say the other group can stay home, yet both groups will say they support the IAC more than the other. Because of this, it will be a waste of time trying to come up with a newer category. However, I do support both formats. Pilots in those categories can choose IAC or CIVA flights for their appropriate category.</p> <p>Unknowns (if flown) will be IAC format due to safety concerns. CIVA pilots will have to understand they will be graded by IAC rules due to the lack of CIVA judges. To eliminate any confusion, any conflicting rule, IAC rule book takes control, including all flights. If CIVA pilots agree, you can fly Advance and Unlimited with either IAC or CIVA figures under IAC rules.</p> <p><u>Marty Hill</u>: Do not concur. As this is written, the legends category will die out in 2044 when there are no more advanced unknowns that can be used. If 2025-14 is adopted, then advanced unknowns would need to be continue to be produced under the "legends" category.</p> <p><u>Dave Taylor</u>: I say give it a try for 2 or 3 years and see how it goes. You can sunset the change if it doesn't work out. Discussion – Is it (a lot) more work for contest personnel, or sequence selection committee?</p> <p><u>Doug Jenkins</u>: Kinda. Again, I agree with the premise but there are a LOT of second- and third-order side effects that regional contests may or may not be willing or able to support. As a many-time CD, I have misgivings about this (constructing free-unknowns and all the administrivia associated with that, another set of trophies, etc.). As a pilot who toys with the idea of moving up, I like it. Wishy washy I know.</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	<p>Although this is an interesting idea, it might be better to adjust the existing categories to insert a sixth between two of them. Having a Legends category that parallels Advanced and Unlimited would be confusing to competitors as well as be cumbersome to integrate into the IAC contest tools and processes.</p> <p>The proposed Legends category does not do much, if anything, to make it easier to move up from Intermediate.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2025



2025-14				
Synopsis		Align ADVANCED and UNLIMITED Power and Glider Categories with CIVA		
Proposed By	Date	IAC #	Email	Phone
Pike Kelly	6-30-2024			
Current Affected Rule(s)	22() The Known Program 23() The Free Program 24() The Unknown Program 29() Presentation 34() Gliders 35() The Four Minute Freestyle 37() Allowable Figures for Unknown			
Proposed Change	<p><i>Example of new rule text:</i></p> <p>22.4 Advanced and Unlimited Free/Known – Program 1</p> <p>22.4.1 Free Known master figures that must be used when designing your Programme-1 sequences for contests throughout 2024, as selected at the 2023 CIVA Plenary Conference in Krakow, Poland, can be found at https://www.civanews.com/free-known-power-and-glider-master-figure-sets-2024/. The finished sequences must comply with current CIVA Section 6 regulations paragraph 2.2 in Part 1 for powered and Part 2 for glider aircraft.</p> <p><i>(This is only one example of the rule changes necessary)</i></p>			
Proposer Rationale	<p>The current category progression from Intermediate to Advanced and Advanced to Unlimited no longer aligns with the spirit and intent of the International Aerobatic Club or the CIVA Sporting Code. Continuation of the Advanced and Unlimited Categories by the IAC as status quo hinders our international presence by failing to properly expose the competitors, by repetition, to the CIVA contest format and challenges that format presents. In concert with a second proposed rule change, the creation of the LEGENDS category, the IAC ADVANCED and UNLIMITED Category FLIGHT PROGRAMS should be aligned in the spirit and intent of CIVA Sporting Code.</p> <p>The IAC must remain relevant with our National and International</p> <div style="text-align: center;"> <pre> graph LR INTERMEDIATE --> ADVANCED INTERMEDIATE --> UNLIMITED ADVANCED <--> UNLIMITED ADVANCED --> LEGENDS UNLIMITED --> LEGENDS </pre> </div> <p>As discussed in the prior proposed rule change, the creation of the Legends Category allows the IAC to maintain this relevancy in a simple method. ADVANCED and UNLIMITED Flight Programs are now unhindered to conform with the CIVA Sporting Code.</p>			

Rule Change Proposals for 2025



	<p>The IAC contest organization is not to be disturbed as written. It is not the spirit and intent of this proposed rule change to require new/different conforming boundary markers, etc to further burden contest organizers. This proposed rule change is simply to align the required CIVA Flight programs for Advanced and Unlimited with our IAC rules.</p> <p>It is recognized that an undertaking such as this is not a single rule change, nor is it a process likely to take a short period of time. I ask that if this proposed change is agreed upon in spirit, that the committee be allowed to explore the change substantively.</p>
Member Comments	<p><i>For: 1</i> <i>Against: 5</i></p> <p><u>Craig Gifford</u>: Not in favor. This appears to simply replace the Known with a Free Known at regional contests for Unlimited and Advanced (presumably only “harder Advanced” in conjunction with 2025-13, though the proposed change isn’t clear about that). The proposer’s assertion that it will help world aspirants is simply not true. Because the proposal isn’t fulsome, it is unclear whether the proposer is suggesting Free Unknowns (CIVA format) for regional contests; if so, that is completely unworkable at regional contests because of time limitations. And Free Unknowns are already in the P&Ps for Nationals so this is unnecessary at National competition. I do believe a Free Known is a great idea for IAC, including for Regional contests (it is NO more complicated for administration than the existing Free), but only if done with a more comprehensive category and rule re-cast.</p> <p><u>Tom Myers</u>: Strongly Against. The IAC should be led by the IAC, not by CIVA.</p> <p><u>Wes Liu</u>: Do Not Support. A few years ago IAC decided to move away from CIVA to benefit the “grassroot” majority of the membership. Of the 400+ members who compete, the number of pilots who might take advantage of a “Legends” category can be counted on the fingers of your hands. 90% of the active competitors are happy with the current categories. In addition, this proposal ignores its impact on the A) administration of regional contests, B) the time constraints of regional contests, C) the impact on the JasPer scoring program, D) the impact on the IAC website and its database. I will mention that the IAC website and database have not caught up with the change of Judge titling and assignment of volunteer credits. At this time the proposed change will negatively impact an already overburdened IAC IT team.</p> <p><u>Justin Hickson</u>: Do Not Support. Lumping any pilot(s) from Advanced or Unlimited who do not want to compete under CIVA rules is discrimination. Either side can say the other group can stay home, yet both groups will say they support the IAC more than the other. Because of this, it will be a waste of time trying to come up with a newer</p>

Rule Change Proposals for 2025



	<p>category. However, I do support both formats. Pilots in those categories can choose IAC or CIVA flights for their appropriate category. Unknowns (if flown) will be IAC format due to safety concerns. CIVA pilots will have to understand they will be graded by IAC rules due to the lack of CIVA judges. To eliminate any confusion, any conflicting rule, IAC rule book takes control, including all flights. If CIVA pilots agree, you can fly Advance and Unlimited with either IAC or CIVA figures under IAC rules.</p> <p><u>Marty Hill</u>: Do not concur. Allowing CD's / competitors at a regional competition the option to execute legends or CIVA-style advanced is a better way to go. Providing both only at Nationals for the purpose of team selection. OK with going CIVA-style all the time for unlimited. We're already operating at a manpower deficit at most regional competitions, adding another category will not help.</p> <p><u>Dave Taylor</u>: Same as 25-13. Try for 2-3 years and sunset back to previous if it "doesn't work out".</p> <p><u>Doug Jenkins</u>: Abstain. Not a glider aerobatic pilot.</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	<p>Whereas the IAC may elect to adopt all or portions of the CIVA approach for the ADV and UNL categories, we should do so by implementing necessary rule changes within the IAC book. Competitors should not need to also refer to the CIVA rules, which may induce more confusion over differences with other IAC requirements. Should the IAC move toward CIVA for these two categories then we should propose and incorporate those rules one by one to ensure they are workable within the manner in which IAC contests are conducted.</p> <p>Requiring the Free Unknown process for regional contests would be a large burden and difficult to accomplish for 1-2 day events with often-limited volunteer support.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2025



2025-15		Review & Update Glider Unknown Figures		
Proposed By	Date	IAC #	Email	Phone
Shad Coulson	7-1-2024			
Current Affected Rule(s)	37.3 Allowable Figures for Glider Unknowns			
Proposed Change	<i>Review and update allowed unknown figures for Gliders in the Int, Adv, and Unl categories.</i>			
Proposer Rationale	The current Unknown figure set omits many common figures that are appropriate for unknowns, does not support modern aerobatic glider capabilities, and does not support and align with abilities of the IAC glider community. Additionally, the current unknown figure set limits the ability of the sequence committee to provide variety in the unknowns, especially in getting competitors on/off the Y axis.			
Member Comments	<p>For: 3 Against: 0</p> <p><u>Craig Gifford</u>: While I support the suggested review, this isn't a rule proposal but rather a request for rules committee to establish a working group. I think a better approach would be for the submitter to make recommendations to allowable figures in future years.</p> <p><u>Tom Myers</u>: This is not a change proposal to a specified rule or set of rules.</p> <p><u>Wes Liu</u>: Support. The rationale provided makes sense.</p> <p><u>Justin Hickson</u>: Agree.</p> <p><u>Dave Taylor</u>: Concur.</p> <p><u>Doug Jenkins</u>: Abstain. Not a glider aerobatic pilot.</p>			
Rules Committee Recommendation	REJECT			
Rules Committee Rationale	<p>This is a reasonable concept but not an explicit rule change we can readily assess.</p> <p>If desired to incorporate the concept soon, it is recommended to task a working group to define specific changes. Their proposed updates would be published to the membership for comment, followed by presentation to the IAC Board for disposition. Recommend the following path:</p> <ul style="list-style-type: none"> - Working Group members: Shad Coulson, Jason Stephens, Mark Matticola, Mallory Lynch, Sasa Marvin and Joseph Gerner - Recommendations published to membership approx. Nov. 15 - Presentation to IAC Board approx. Dec. 18 - Approved changes to be included in the 2025 rule book <p>Alternately, specific changes can be proposed for the 2026 rules update.</p>			

Rule Change Proposals for 2025



IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2025



2025-16		Synopsis		Revise Square Loop Radii Criteria	
Proposed By	Date	IAC #	Email		Phone
Barrett Hines	7-1-2024				
Current Affected Rule(s)	28.12 Family 7.4.3 – 7.4.6 – Square, Diamond, and Octagon Loops 28.12.3 All corners must have matching radii.				
Proposed Change	28.12 Family 7.4.3 – 7.4.6 – Square, Diamond, and Octagon Loops 28.12.3 All corners must have matching radii. <i>ADD New: Exception: For Square Loops only,</i> <i>a) The beginning and ending radii must match each other AND</i> <i>b) The two radii at either end of the second line must match each other, but these can be different then beginning and ending radii.</i>				
Proposer Rationale	Matches CIVA change implemented for 2024. Proposed for discussion towards whether to similarly revise IAC rules, not as an endorsement.				
Member Comments	<i>For: 4</i> <i>Against: 3</i> <u>Craig Gifford</u> : Support. Most judges don’t really apply bottom vs top radii differences, and the reality is because of speed differences, figures with snap rolls on top generally can’t be flown with same radii. This focuses figure grading on the element execution rather than hard to distinguish radii comparison (far more difficult than a loop radius change, or a cuban or 8 radius comparison which can be done by altitude comparison). <u>Tom Myers</u> : Against. Either require all radii to match or no radii to match. <u>Wes Liu</u> : Do Not Support. The proposal does not appear to address the real problem of Judges underperforming when grading the corner radii of square loops. My observation is that the majority of Judges look at line lengths and ignore square loop corner radii. This proposal will make judging square loop corner radii more complicated which will likely lead to even greater underperformance by Judges. <u>Justin Hickson</u> : Do Not Support. <u>Marty Hill</u> : Concur. <u>Dave Taylor</u> : That’ll make it harder on judges to accurately grade, but easier on pilots to properly fly. <u>Doug Jenkins</u> : OK. Seems like a more realistic target to shoot for.				
Rules Committee Recommendation	REJECT				
Rules Committee Rationale	There is no need to make the judging of square loops more complex, or different from diamond and octagon loops. Maintaining the existing requirements for all the same radii and lengths is simpler to apply on the judging line.				

Rule Change Proposals for 2025



	Whereas keeping all the radii the same may be challenging to fly, these errors also likely not down-graded significantly in scores assigned per the existing rules. For these figures, Judges tend to focus on line length, not radii equality. Putting a unique and new criterion that differentiates between top and bottom radii would add complexity to judging with minimal impact to pilot rankings.
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2025



2025-17		Synopsis		Revise Optional Break Density Altitude	
Proposed By	Date	IAC #	Email		Phone
Barrett Hines	7-1-2024				
Current Affected Rule(s)	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.				
Proposed Change	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 3,000 feet or higher.				
Proposer Rationale	Matches CIVA change implemented for 2024. Proposed for discussion towards whether to similarly revise IAC rules, not as an endorsement.				
Member Comments	<p><i>For: 4</i> <i>Against: 3</i></p> <p><u>Craig Gifford</u>: Not in favor. CIVA is going to regret this, not only will it add much time to many contests (virtually all in the south and west regions) but it will seriously disrupt the flow and beauty of sequences.</p> <p><u>Tom Myers</u>: For. Helps eliminate horsepower disparities.</p> <p><u>Wes Liu</u>: Do Not Support. When 12.6.1 was originally written to include density altitude many competitors offered opinions as to the appropriate density altitude to specify. 5000’ was settled on and has been successful for several years. Without contests reporting problems with the current rule, no need to change.</p> <p><u>Justin Hickson</u>: Do Not Support. CD can apply for rules deviation or Jury can provide an optional break.</p> <p><u>Marty Hill</u>: Concur.</p> <p><u>Dave Taylor</u>: Concur with Modification – 4k DA. 3k DA seems kinda wimpy.</p> <p><u>Doug Jenkins</u>: OK. Since it says “may” in sentence 1 I am OK with this.</p>				
Rules Committee Recommendation	REJECT				
Rules Committee Rationale	The existing IAC density altitude of 5000 feet was identified based on IAC experience/data with a number of higher-altitude U.S. contests. A level of 3000 feet would be apply to many other contests where experience has not indicated a break is needed to assure safety and/or fairness. Revising the DA down to 3000 feet would tend to complicate contest operations because they would need to deliberate on the possibility for a break or not.				

Rule Change Proposals for 2025



IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2025



2025-18		Synopsis		Mandate Safety Checks		
Proposed By		Date	IAC #	Email		Phone
Barrett Hines		7-1-2024				
Current Affected Rule(s)		<p>14.3 Safety Checks</p> <p>14.3.1 To check safety belts and inverted fuel and oil systems, competitors have the option of performing any number of Safety Checks comprising of a one-half roll from upright, with a reasonable hesitation at inverted, followed by a one-half roll back to upright.</p> <p>14.3.2 The competitor may apply additional brief g-loading in either/both upright or inverted flight.</p> <p>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.</p> <p>14.3.4 Safety Checks may be performed only in the area designated during the Program Briefing and only after the competitor has been cleared to approach the Aerobatic Box.</p> <p>14.3.5 A competitor opting to fly any Safety Check must do so before signaling the Performance start.</p> <p>14.3.6 The Chief Judge shall assign an Interruption penalty for a Safety Check that does not conform to these rules.</p> <p>14.3.7 The Chief Judge shall award a “Low” penalty for a Safety Check flown below the minimum altitude for that category, as determined by a simple majority of the Grading Judges.</p>				
Proposed Change		<p>14.3 Safety Checks</p> <p>14.3.1 To check safety belts and inverted fuel and oil systems, competitors in the Primary, Sportsman and Intermediate categories shall perform a minimum of one Safety Check comprising of a one-half roll from upright, with a reasonable hesitation at inverted, followed by a one-half roll back to upright.</p> <p>14.3.2 The competitor may apply additional brief g-loading in either/both upright or inverted flight.</p> <p>14.3.3 Alternatively, Competitors in the Advanced and Unlimited categories shall 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.</p>				

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	<p>14.3.4 Safety Checks may be performed only in the area designated during the Program Briefing and only after the competitor has been cleared to approach the Aerobatic Box.</p> <p>14.3.5 A competitor shall fly any Safety Check must do so before signaling the Performance start.</p> <p>14.3.6 The Chief Judge shall assign an Interruption penalty for a Safety Check that does not conform to these rules.</p> <p>14.3.7 The Chief Judge shall award a “Low” penalty for a Safety Check flown below the minimum altitude for that category, as determined by a simple majority of the Grading Judges.</p>
Proposer Rationale	Similar to CIVA change implemented for 2024. Proposed for discussion towards whether to similarly revise IAC rules, not as an endorsement.
Member Comments	<p><i>For: 1</i></p> <p><i>Against: 6</i></p> <p><u>Craig Gifford</u>: Not in favor. Unnecessary to mandate.</p> <p><u>Tom Myers</u>: Against. Forces judging of safety checks. Forces pilots to assure that the judges can clearly see the safety checks. Forces safety checks to be done midbox. Adds an extra lap and possibly significant climbing to the beginning of every sequence. Just as counterproductive and unnecessary as judging wingdips.</p> <p><u>Wes Liu</u>: Do Not Support. The use of the word “shall” is not needed. Many competitors perform the safety check maneuvers described, and some do not. We are not hearing about safety issues at IAC contests. And if a competitor does not perform the future required safety check maneuvers, what is the penalty? Safety checks should remain at the discretion of the competitors.</p> <p><u>Justin Hickson</u>: Do Not Support. Does not enhance safety either way. Pilot is responsible for pilot stuff.</p> <p><u>Marty Hill</u>: Concur.</p> <p><u>Dave Taylor</u>: Do not concur. W/U figure should remain optional. Keep “Alternatively,...”.</p> <p><u>Doug Jenkins</u>: No. Not only NO but heck no. The PIC has the authority to make decisions like this. By giving them the option we have met our obligations. Don’t take away options.</p>
Rules Committee Recommendation	REJECT
Rules Committee Rationale	Although safety checks should be encouraged, and most competitors do perform them, these should not be a required task. Ultimately each competitor is responsible for the safety of the flight and ensuring that the pilot and aircraft are fully ready to complete a successful performance.

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IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2025



2025-1		Eliminate “At Least”, “No More Than” & “Up To” Grading		
Proposed By	Date	IAC #	Email	Phone
Jim Bourke	11-10-2023			
Current Affected Rule(s)	<p>27.7 Deductions</p> <p>27.7.1 For most criteria the amount of deduction is specified. In the case where a deduction is not specified, the judge shall apply a deduction proportional to the error, but not less than 0.5 points.</p> <p>27.11 Looping Lines with Connected Rolls</p> <p>27.11.2 If the pause between the roll and Looping Line is substantially more than necessary, deduct at least one (1) point.</p> <p>27.12 Looping Lines with Integrated Rolls</p> <p>27.12.2 If any part of the roll or roll combination is flown on a straight line, deduct at least two (2) points.</p> <p>27.13 Families with Matching Radii Requirements</p> <p>27.13.4 There is no standardized downgrade for mismatched radii. For any mismatch deduct at least 0.5 points.</p> <p>28.2 Family 0.0 - Wingover</p> <p>28.2.6 For each change in the rate of roll or turn, deduct no more than one (1) point.</p> <p>28.2.7 For each complete stoppage of the rate of roll or turn, deduct no more than one (1) point.</p> <p>28.4 Family 2 – Turns</p> <p>28.4.2 There must be a constant rate of turn. If the rate of turn changes, deduct no more than one (1) point per variation.</p> <p>28.6 Family 2 - Rolling Turns</p> <p>28.6.5 There must be a constant rate of roll. If the rate of roll changes, deduct no more than one (1) point per variation.</p> <p>28.13 Family 7.4.7-7.4.14 – Reversing Whole Loops</p> <p>8.13.2 The change in loading (positive/negative) must be immediate. If a line is added between the two Looping Segments, deduct at least two (2) points.</p> <p>28.15 Family 7.5.9-7.5.10 – Vertical S’s</p> <p>28.15.3 If a roll is performed between the half-loops, it must be performed on a horizontal line. There may be a brief pause before and after the roll. If a line is added at either of these points, deduct at least one (1) point.</p> <p>28.16 Family 7.8.1-7.8.16 – Horizontal 8’s and Horizontal Super 8’s</p> <p>28.16.4 Horizontal entry and exit lines must be at the height of the apex or nadir of the loops, as appropriate. If an entry or exit 45 degree line is short, deduct up to 2 points.</p> <p>.....</p>			

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	<p>Example 2: This Horizontal Super 8's three 45 degree lines are each handled differently:</p> <p>a) The initial 45 degree line has a 1 ½ roll on it. This line may be extended to any length. If this line is too short, the deduction will be no more than 2 points.</p> <p>b) The second 45 degree line must always be sized so the loop height extents exactly match. There is no standardized deduction specified if this is not the case.</p> <p>c) The third 45 degree line has a single roll on it. This line must be sized so the horizontal exit line is at the same altitude as the apexes of the loops. If this line is too long there is no standardized downgrade, but if the line is too short the maximum deduction is 2 points.</p> <p>28.17 Family 7.8.17-7.8.22 – Vertical 8's 28.17.1 When a roll is performed between the loops, there must be no line before or after the roll. If a line is added before or after the roll, deduct at least one (1) point per line.</p> <p>28.19 Family 8.6.9 to 8.6.16 and 8.10 Reversing P Loops and Reversing 1 ¼ Loops 28.19.1 The change in loading (positive/negative) must be abrupt. If a line is added between the two Looping Lines, deduct at least two (2) points.</p> <p><i>The above are also included in the Judges Quick Reference at the front of the rules book.</i></p>
<p>Proposed Change</p>	<p><i>Define the requirement but do not include a specific deduction amount:</i></p> <p>27.7 Deductions:</p> <p>27.7.1 For most many criteria the amount of deduction is specified. In the case where a deduction is not specified, the judge shall apply a deduction proportional to the error, but not less than 0.5 points.</p> <p>27.11 Looping Lines with Connected Rolls</p> <p>27.11.2 If the Any pause between the roll and Looping Line must be short is substantially more than necessary, deduct at least one (1) point.</p> <p>CLARIFICATION: As in all cases where a specific deduction is not provided, the judge will apply a deduction proportional to the error (See Deductions).</p> <p>27.12 Looping Lines with Integrated Rolls</p> <p>27.12.2 If any No part of the roll or roll combination is may be flown on a straight line, deduct at least two (2) points.</p> <p>CLARIFICATION: As in all cases where a specific deduction is not provided, the judge will apply a deduction proportional to the error (See Deductions).</p> <p>27.13 Families with Matching Radii Requirements</p> <p>27.13.4 There is no standardized downgrade for mismatched radii. For any mismatch deduct at least 0.5 points.</p>

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	<p>CLARIFICATION: As in all cases where a specific deduction is not provided, the judge will apply a deduction proportional to the error (See Deductions).</p> <p>28.2 Family 0.0 - Wingover</p> <p>28.2.6 For each There shall be no change in the rate of roll or turn; deduct no more than one (1) point.</p> <p>CLARIFICATION: As in all cases where a specific deduction is not provided, the judge will apply a deduction proportional to the error (See Deductions).</p> <p>28.2.7 For each There shall be no complete stoppage of the rate of roll or turn; deduct no more than one (1) point.</p> <p>CLARIFICATION: As in all cases where a specific deduction is not provided, the judge will apply a deduction proportional to the error (See Deductions).</p> <p>28.4 Family 2 – Turns</p> <p>28.4.2 There must be a constant rate of turn. Deduct for each variation. If the rate of turn changes, deduct no more than one (1) point per variation.</p> <p>CLARIFICATION: As in all cases where a specific deduction is not provided, the judge will apply a deduction proportional to the error (See Deductions).</p> <p>28.6 Family 2 - Rolling Turns</p> <p>28.6.5 There must be a constant rate of roll. Deduct for each variation. If the rate of roll changes, deduct no more than one (1) point per variation.</p> <p>CLARIFICATION: As in all cases where a specific deduction is not provided, the judge will apply a deduction proportional to the error (See Deductions).</p> <p>28.13 Family 7.4.7-7.4.14 – Reversing Whole Loops</p> <p>28.13.2 The change in loading (positive/negative) must be immediate. If a line is added between the two Looping Segments, deduct at least two (2) points.</p> <p>CLARIFICATION: As in all cases where a specific deduction is not provided, the judge will apply a deduction proportional to the error (See Deductions).</p> <p>28.15 Family 7.5.9-7.5.10 – Vertical S's</p> <p>28.15.3 If a roll is performed between the half-loops, it must be performed on a horizontal line. There may be a brief pause before and after the roll. If a line is added at either of these points, deduct at least one (1) point.</p> <p>CLARIFICATION: As in all cases where a specific deduction is not provided, the judge will apply a deduction proportional to the error (See Deductions).</p>
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	<p>28.16 Family 7.8.1-7.8.16 – Horizontal 8’s and Horizontal Super 8’s</p> <p>28.16.4 Horizontal entry and exit lines must be at the height of the apex or nadir of the loops, as appropriate. If an The entry or exit lines must match 45-degree line is short, deduct up to 2 points.</p> <p>CLARIFICATION: As in all cases where a specific deduction is not provided, the judge will apply a deduction proportional to the error (See Deductions).</p> <p>.....</p> <p>Example 2:</p> <p>This Horizontal Super 8’s three 45-degree lines are each handled differently:</p> <p>a) The initial 45 degree line has a 1 ½ roll on it. This line may be extended to any length. If this line is too short, a deduction proportional to the error must be applied the deduction will be no more than 2 points.</p> <p>b) The second 45 degree line must always be sized so the loop height extents exactly match. There is no standardized deduction specified if this is not the case. If the loop heights don’t match, a deduction proportional to the error must be applied.</p> <p>c) The third 45 degree line has a single roll on it. This line must be sized so the horizontal exit line is at the same altitude as the apexes of the loops. If this line is either too long or there is no standardized downgrade, but if the line is too short a deduction proportional to the error must be applied the maximum minimum deduction is 2-0.5 points.</p> <p>CLARIFICATION: As in all cases where a specific deduction is not provided, the judge will apply a deduction proportional to the error (See Deductions).</p> <p>28.17 Family 7.8.17-7.8.22 – Vertical 8’s</p> <p>28.17.1 When a roll is performed between the loops, there must be no line before or after the roll. If a line is added before or after the roll, deduct at least one (1) point per line.</p> <p>CLARIFICATION: As in all cases where a specific deduction is not provided, the judge will apply a deduction proportional to the error (See Deductions).</p> <p>28.19 Family 8.6.9 to 8.6.16 and 8.10 Reversing P Loops and Reversing 1 ¼ Loops</p> <p>28.19.1 The change in loading (positive/negative) must be abrupt. If a line is added between the two Looping Lines, deduct at least two (2) points.</p> <p>CLARIFICATION: As in all cases where a specific deduction is not provided, the judge will apply a deduction proportional to the error (See Deductions).</p> <p><i>Similarly revise the Judges Quick Reference at the front of the rules book.</i></p>
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Proposer Rationale	<p>It may not be immediately obvious, but the effect of specifying a deduction of “at least 1.0 points” is that any value is allowed EXCEPT for 0.5.</p> <p>It is not worth the training time to try to get judges to remember these exact cases where a 0.5 deduction is disallowed. In practice, judges do not reliably recall these details. These specific deductions appear random rather than cohesive. The benefit of these rules is too small, and the cost too great.</p> <p>This change allows judges to better focus on performance errors, not arcane rule criteria.</p> <p>A CLARIFICATION is provided for each change. This clarification is boilerplate and can be removed in future years, but will help judges in 2025 recall that rule 27.7.1 explains how to handle cases where there is a rule without a specific deduction listed for it.</p>
Member Comments	<p><i>Comments to 8/16/2024 updated version of proposal:</i> <i>For: 0</i> <i>Against: 4</i></p> <p><u>Justin Hickson</u>: Do Not Support. Doesn't talk about other errors among the figure and focuses only on a singular error of the figure and not total errors amongst the figure.</p> <p><u>Tom Myers</u>: Against. Recommend rule simplification by eliminating numerous special cases instead.</p> <p><u>Dave Taylor</u>: As written, I do not concur. There should never be 13 identical "Clarification" statements in a document, even for just one year as suggested. It needs to be put in a "general rules" section of the document, and state the "rule" clearly so no "clarification" is needed. What is the rule!?!? :-}</p> <p>There needs to be succinct rule statements. I can't tell from reading this several times that there is much clarification added in this proposal.</p> <p>Discussion - All deductions have to be a minimum of 0.5 points. Otherwise, there wouldn't be a deduction! Right??</p> <p>The current 27.7.1 says it sufficiently enough, but maybe add the "clarification" verbiage as another sentence there? But don't call it "clarification" - it doesn't really clarify anything IMHO.</p> <p>27.11.2 Any pause between the roll and Looping Line must be short. If pause is substantially more than necessary, deduct at least one (1) point.</p> <p>27.12.2 No part of the roll or roll combination should be flown on a straight line. (ed. comment - "May" is "permission" verbiage; "should" is suggestion verbiage and is more appropriate.) Actually, I like the current verbiage on this rule. It's not excessively hard to remember the > 2 point correction for this rule. We don't see it too often in IAC that it makes a</p>

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	<p>huge difference in regional contests. And at Nats, the UNL judges know it.</p> <p>All "shalls" should be changed to "shoulds". Shall is a demand; should is a suggestion, that has ramifications if not complied with.</p> <p><u>Wes Liu</u>: Do Not Support. For many years the Judges training and the rules text has provided specific guidance as to point deductions for observed competitor deviations from perfect execution of figures. This guidance has specifically been aimed at 1) creating consistency between Judges, and 2) reducing the need for each Judge to calculate point deductions in real-time when a competitor is moving at speed. The proposed changes will result in each Judge having to “make up” point deductions in the heat of a contest flight and there will be wide variations between the grades awarded by the several Judges who have observed the same figure. That is the phrase “proportional to the error” means that each Judge will have to think more under time pressure and the quality of the grading will lower. Please vote NO for this change.</p> <p><u>Craig Gifford</u>: I think it simplifies, but begins to start feeling like it leaves everything open to the judges, everything open grading like loops. 2025-1 - recommend revising the proposal - I agree that “up to 1” causes way too much “half point tracking”. I do not agree that removal of the “up to” language is appropriate where it results in a mandatory 2 point penalty. Most of those involve absolutes - ie, any line in a reversing loop - making 2 pt mandatory would mean a 1 inch line would be the same deduction as a 300 foot line - seems overly punitive, and gives judges no room to distinguish between a little error and a big error.</p> <p><i>Comments to original version of proposal:</i></p> <p><i>For: 0</i></p> <p><i>Against: 5</i></p> <p><u>Craig Gifford</u>: Recommend revising the proposal - I agree that “up to 1” causes way too much “half point tracking”. I do not agree that removal of the “up to” language is appropriate where it results in a mandatory 2 point penalty. Most of those involve absolutes - ie, any line in a reversing loop - making 2 pt mandatory would mean a 1 inch line would be the same deduction as a 300 foot line - seems overly punitive, and gives judges no room to distinguish between a little error and a big error.</p> <p><u>Tom Myers</u>: Against. Error severity varies greatly. Deductions should reflect error severity. If rule simplification is the goal, then eliminate special cases instead.</p> <p><u>Wes Liu</u>: Do Not Support. This proposal addresses a non-problem. The real challenge is to get Judges to apply these rules, not the rules themselves. The proposed changes in wording and attempt to create specific downgrades will not improve grading. The proposed changes essentially rearrange the deck chairs on the Titanic.</p>
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	<p><u>Justin Hickson</u>: Do Not Support.</p> <p><u>Dave Taylor</u>: Do not concur. Egregiousness matters; magnitude of deviation matters</p> <p><u>Doug Jenkins</u>: No. This proposal removes flexibility from the judge and mandates rote memorization and application. Some errors are bigger than others, hence the “at least” or “no more than” or “up to” caveats to allow a range of deductions for a range of errors.</p>
Rules Committee Recommendation	<p>ACCEPT with Revision</p> <p><i>Define the requirement but do not include a specific deduction amount:</i></p> <p>27.7 Deductions:</p> <p>27.7.1 For most many criteria the amount of deduction is specified. In the case where a deduction is not specified, the judge shall apply a deduction proportional to the error, but not less than 0.5 points.</p> <p>27.11 Looping Lines with Connected Rolls</p> <p>27.11.2 If the Any pause between the roll and Looping Line must be short is substantially more than necessary, deduct at least one (1) point.</p> <p>(No Change) 27.12 Looping Lines with Integrated Rolls</p> <p>27.12.2 If any part of the roll or roll combination is flown on a straight line, deduct at least two (2) points.</p> <p>27.13 Families with Matching Radii Requirements</p> <p>27.13.4 There is no standardized downgrade for mismatched radii. For any mismatch deduct at least 0.5 points.</p> <p>28.2 Family 0.0 - Wingover</p> <p>28.2.6 For each There shall be no change in the rate of roll or turn; deduct no more than one (1) point.</p> <p>28.2.7 For each There shall be no complete stoppage of the rate of roll or turn; deduct no more than one (1) point.</p> <p>28.4 Family 2 – Turns</p> <p>28.4.2 There must be a constant rate of turn. Deduct for each variation. If the rate of turn changes, deduct no more than one (1) point per variation.</p> <p>28.6 Family 2 - Rolling Turns</p> <p>28.6.5 There must be a constant rate of roll. Deduct for each variation. If the rate of roll changes, deduct no more than one (1) point per variation.</p> <p>28.13 Family 7.4.7-7.4.14 – Reversing Whole Loops</p> <p>(No Change) 28.13.2 The change in loading (positive/negative) must be immediate. If a line is added between the two Looping Segments, deduct at least two (2) points.</p> <p>28.15 Family 7.5.9-7.5.10 – Vertical S’s</p> <p>28.15.3 If a roll is performed between the half-loops, it must be performed on a horizontal line. There may be a brief pause before and after the roll. If a line is added at either of these points, deduct at least one (1) point.</p> <p>28.16 Family 7.8.1-7.8.16 – Horizontal 8’s and Horizontal Super 8’s</p>

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	<p>28.16.4 Horizontal entry and exit lines must be at the height of the apex or nadir of the loops, as appropriate. If an The entry or exit lines must match 45-degree line is short, deduct up to 2 points.</p> <p>.....</p> <p>Example 2: This Horizontal Super 8's three 45-degree lines are each handled differently:</p> <p>a) The initial 45 degree line has a 1 ½ roll on it. This line may be extended to any length. If this line is too short, a deduction proportional to the error must be applied the deduction will be no more than 2 points.</p> <p>b) The second 45 degree line must always be sized so the loop height extents exactly match. There is no standardized deduction specified if this is not the case. If the loop heights don't match, a deduction proportional to the error must be applied.</p> <p>c) The third 45 degree line has a single roll on it. This line must be sized so the horizontal exit line is at the same altitude as the apexes of the loops. If this line is either too long or there is no standardized downgrade, but if the line is too short a deduction proportional to the error must be applied the maximum minimum deduction is 2-0.5 points.</p> <p>28.17 Family 7.8.17-7.8.22 – Vertical 8's</p> <p>28.17.1 When a roll is performed between the loops, there must be no line before or after the roll. If a line is added before or after the roll, deduct at least one (1) point per line.</p> <p>28.19 Family 8.6.9 to 8.6.16 and 8.10 Reversing P Loops and Reversing 1 ¼ Loops</p> <p>(No Change) 28.19.1 The change in loading (positive/negative) must be abrupt. If a line is added between the two Looping Lines, deduct at least two (2) points.</p> <p><i>Similarly revise the Judges Quick Reference at the front of the rules book.</i></p>
<p>Rules Committee Rationale</p>	<p>The requirements toward how to fly the figures are not changed. However, the revision provides clear and concise statements regarding correct figure criteria.</p> <p>The ability of Judges to determine how much to deduct on these figures is not changed. Only the specified deduction details, which were not consistent, have been removed and generalized to allow the Grading Judges to apply grades in proportion to the errors seen.</p> <p>This change maintains the ability of Grading Judges to apply varied deductions relative to the severity of errors – This is appropriate to determine competitor ranking. Grading Judges may thus apply proportional deductions for these figures with a simpler and easier-to-remember approach, allowing them to focus more on the flying rather than on rules with minor point value differences. This simpler approach</p>

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	<p>is not expected to impact pilot rankings significantly because the errors involved are typically minor in magnitude.</p> <p>Some errors more significantly alter the basic character of a figure. It is thus reasonable to require a higher minimum deduction for such errors. Recommend to maintain the existing minimum 2 point deductions for added lines in 27.12 (Looping Lines with Integrated Rolls), 28.13.2 (Reversing Whole Loops) and 28.19.1 (Reversing P Loops and Reversing 1 ¼ Loops).</p> <p>The proposed, repeated, clarification is not necessary since the general rule 27.7.1 is clear in stating that these deductions should be proportional to the error.</p>
IAC BOD Disposition	
IAC BOD Approved Change	

Rule Change Proposals for 2025



2025-N19		Synopsis Safety Checks		
Proposed By	Date	IAC #	Email	Phone
Barrett Hines	9-30-2024			
Current Affected Rule(s)	<p>14.3 Safety Checks</p> <p>14.3.1 To check safety belts and inverted fuel and oil systems, competitors have the option of performing any number of Safety Checks comprising of a one-half roll from upright, with a reasonable hesitation at inverted, followed by a one-half roll back to upright. (<i>Aresti of ½ rolls</i>)</p> <p>14.3.2 The competitor may apply additional brief g-loading in either/both upright or inverted flight.</p> <p>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. (<i>Aresti of allowed figures</i>)</p> <p>14.3.4 Safety Checks may be performed only in the area designated during the Program Briefing and only after the competitor has been cleared to approach the Aerobatic Box.</p> <p>14.3.5 A competitor opting to fly any Safety Check must do so before signaling the Performance start.</p> <p>14.3.6 The Chief Judge shall assign an Interruption penalty for a Safety Check that does not conform to these rules.</p> <p>14.3.7 The Chief Judge shall award a “Low” penalty for a Safety Check flown below the minimum altitude for that category, as determined by a simple majority of the Grading Judges.</p> <p>25 Program Briefing</p> <p>.....</p> <p>25.1.5 The briefing will include.....</p> <p>j) Optional Safety Check maneuver.</p>			
	<p>14.3 Safety Checks and Safety Figures</p> <p>14.3.1 To check safety belts and inverted fuel and oil systems, competitors have the option of performing any number of Safety Checks comprising of a one-half roll from upright, with a reasonable hesitation at inverted, followed by a one-half roll back to upright.</p> <p>14.3.2 (<i>was 14.3.4</i>) Safety Checks may be performed only in the area designated by the Chief Judge during the Program Briefing and only after the competitor has been cleared to approach the Aerobatic Box.</p> <p>14.3.3 Alternatively, competitors in the Advanced and Unlimited categories have the option to perform no more than two one Safety Check horizontal-flight half-rolls plus one of the Safety Figures depicted</p>			

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	<p>below. If the selected Safety Ffigure starts and/or ends inverted, a one-half roll to transition to or from upright is to be flown. 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. This The Safety Check Figure, if flown, must be flown continuously on the same axis (either X or Y)-and inside the aerobatic box. <i>(depictions of allowed figures)</i></p> <p>14.3.4 <i>(was 14.3.2)</i> The competitor may apply additional brief g-loading in either/both upright or inverted flight.</p> <p>14.3.5 A competitor opting to fly any Safety Check or Safety Figure must do so before signaling the Performance start.</p> <p>14.3.6 The Chief Judge shall assign a Boundary Infringement an Interruption penalty for a Safety Check or Safety Figure that Chief Judge determines does not conform to these rules.</p> <p>14.3.7 The Chief Judge shall award a “Low” penalty for a Safety Check or Safety Figure flown below the minimum altitude for that category, as determined by a simple majority of the Grading Judges.</p> <p>25 Program Briefing</p> <p>.....</p> <p>25.1.5 The briefing will include.....</p> <p>j) Optional Safety Checks and Safety Figures, maneuver plus area where they may be flown.</p>
Proposer Rationale	<p>The current rules can be interpreted to be somewhat conflicting as to where the half-rolls of Safety Checks may be flown by Advanced and Unlimited competitors. Rule 14.3.3 is clear that the Safety Checks, including up to two ½ rolls, should be in the box but rule 14.3.4 states that one must do the checks in the area designated during the briefing. The joint impacts of these rules should be clarified.</p> <p>An issue arose at the 2024 Nationals when program briefings provided slightly different instructions to different categories. Pilots volunteering for other categories heard different requirements - When later competing, two flew Safety Checks inconsistent with the Chief Judge expectations.</p> <p>From a safety perspective, it is generally agreed that the figures Advanced and Unlimited pilots may fly should be inside the box. However, the ½ rolls that may be done by all competitors are often considered safe when done elsewhere, such as on base leg prior to box entry. Different location rules for each are thus indicated.</p> <p>This change defines a Safety Check associated with only ½ rolls from the unique Safety Figure offered only to Advanced and Unlimited pilots. This permits different requirements toward the locations for these two</p>

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	<p>types of checks. The rules for ½ rolls associated with inverted start/end figures may also be simplified. The rules for each are thus more clear.</p> <p>This change also more clearly establishes that the Chief Judge determines the area for the ½ roll checks, requires that information to be briefed and is the assessor regarding violations of the designated area.</p> <p>The existing penalty for a violation of these checks is large, considering that this activity isn't part of the performance used to rank competitors. A lesser penalty, e.g. Boundary Infringement, is more appropriate. Should a significant and purposeful violation was to occur, the Contest Jury can be asked to determine if a penalty under section 31.6 Jury Penalties should be assessed.</p>
Member Comments	<i>None – Not yet published for comments due to post-Nationals submission.</i>
Rules Committee Recommendation	Recommend publishing for member comment, followed by IAC Board decision (e.g. mid-December) prior to finalization of the 2025 rules.
Rules Committee Rationale	
IAC BOD Disposition	
IAC BOD Approved Change	