

2023 IAC Rule Change Proposals

Proposal Number	Synopsis	Current Rule	Change As Proposed	Proposer Change Rationale
2023-1	Extend 34.20.6 Glider exceptions to horizontal S figures (all 7.5.1 thru 7.5.8)	34.20.6 Horizontal 8's 34.20.6.1 The ½ and ¼ loops, as well as the start and finish of the figure, are never required to be at the same altitude. Clarification: This family can be thought of as two linked three-quarter loops (sub-Families 7.3.1 -- 7.3.4). Each of the 45 degree lines may be of different lengths. Due to glider flight mechanics, the two ¼ loops cannot occur at the same height, nor is there any strict relationship between the horizontal entry/exit altitudes and the altitude limits of the two ¼ loops.	Extend Rule 34.20.6 to also cover Horizontal S's (7.5.1 thru 7.5.8).	Due to glider flight mechanics, entry/exit cannot occur at the same height.
2023-2	Revise Glider 4-Minute Free to be an altitude, not time limitation	35.3 The Four Minute Freestyle is an optional timed artistic Program held at the discretion of the Contest Director. 35.10 Penalties 35.10.1 Penalties applicable to the Four-Minute Freestyle are: a) Time Fault The Performance duration must be between 3 minutes 30 seconds and 4 minutes. Deduct 10 points for each second or fractional part of a second over or under the limit. Example 1: A total time of 3 minutes 29.5 seconds would receive 10 penalty points. Example 2: A total time of 4 minutes 1.3 seconds would receive 20 penalty points.	Alter the 4-Minute Free rules for Gliders to change the time limitation to an altitude limitation.	A glider aerobatic sequence using a typical full range of figures can be as short as 2 minutes. A starting altitude of 5,000' would be appropriate. This rule could be applied as an alteration for Gliders within the 4 minute free category or it may be more appropriate to define the Glider Artistic Freestyle as a distinct category.
2023-3	Change all Glider Advanced & Unlimited competitions to follow the CIVA format	Multiple	Change the official IAC format for glider Advanced and Unlimited competitions to the CIVA Free/Known + prescribed Unknowns format.	This is what we will use at Glider Nationals in 2022 and it will be helpful for everyone in the sport to get all of the events in line with similar formats.
2023-4	Change 13.4.1 Jury Penalty values to be "up to" rather than as "shall"	13.4 Jury Penalties 13.4.1 If the Jury determines that penalty points should apply, the following point values shall be used: Category Penalty a) Primary 25 points b) Sportsman 50 points c) Intermediate 100 points d) Advanced 200 points e) Unlimited 250 points	13.4 Jury Penalties 13.4.1 If the Jury determines that penalty points should apply, the following point values are the maximum that shall be used: Category Penalty a) Primary 25 points b) Sportsman 50 points c) Intermediate 100 points d) Advanced 200 points e) Unlimited 250 points	Provides latitude for the Jury to assess a penalty appropriate to a particular situation, within maximum limits.
2023-5	Revise medical incapacitation rules (16, 31.6m, etc.) to be clearer & appropriate	16 Temporary Competitor Incapacitation 16.1 In the event of temporary incapacitation before the start of a flight, the pilot will notify the Starter. 16.2 Medical evaluation must be performed by the Medical Director before the Contest Jury will consider the possibility of a subsequent or make up flight. 16.3 The Jury will rely heavily upon the Medical Director's opinion, which may be supplemented by consultation with medical specialists of the Medical Director's choice. 16.4 The Contest Jury will have the final authority to decide whether there will be a repetition or resumption of contest flights by that competitor. 31.6 Disqualification of Competitors 31.6.1 If a competitor is disqualified, they are barred from any further Performances. 31.6.2 The Jury shall warn, award Jury Penalty points to, or disqualify any competitor who has engaged in any of the following prohibited activities. The Jury will rely and act upon the recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters. m) Medical condition - sudden unpredictable deterioration in physical condition which renders further aerobatic flight unsafe shall require immediate cessation of that flight.	16 Temporary Competitor Incapacitation 16.1 In the event of temporary incapacitation before the start of a flight, the pilot will notify the Starter. 16.2 Medical evaluation must be performed by the Medical Director before the Contest Jury will consider the possibility of a subsequent or make up flight. 16.3 The Jury will rely heavily upon the Medical Director's opinion, which may be supplemented by consultation with medical specialists of the Medical Director's choice. 16.4 The Contest Jury will have the final authority to decide whether there will be a repetition or resumption of contest flights by that competitor. 31.6 Disqualification of Competitors 31.6.1 If a competitor is disqualified, they are barred from any further Performances. 31.6.2 The Jury shall warn, award Jury Penalty points to, or disqualify any competitor who has engaged in any of the following prohibited activities. The Jury will rely and act upon the recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer, Medical Director and Technical Committee in these matters. m) Medical condition - sudden unpredictable deterioration in physical condition which renders further aerobatic flight unsafe shall require immediate cessation of that flight.	Clarify tie between medical assessment of competitor described in Section 16 with the Jury activity to render a final decision.
2023-6	Revise 34.8.1 to allow only one belt in Glider Advanced	5.3.4 Airworthiness and Equipment: e) Seat belts: Dual seat belts with separate attach points and a shoulder harness are mandatory for Advanced and Unlimited categories. 34.8 Glider Backup Seat Belt Attach Points 34.8.1 The required backup seat belt for the Advanced category may share an attach point with the primary seat belt.	Allow Advanced Glider category to fly with one seat belt.	On some of the aircraft, the single attachment point is not big enough to allow for a second lap belt to be used. Specifically, the SZD 59 and DG-1000's. I would like an exemption allowing them to operate in that category with only the primary belt. The models noted have participated in Advanced in recent years without incident - See 2018-2021 US Nationals results.

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2023-7	Clarify 28.20.3 to handle how zero lift axis varies during a roll on a 45	<p>28.20.3 When executing any aileron roll, either the aircraft's CG trajectory (horizontal and Looping Lines) or attitude of the zero-lift axis (45 and vertical lines), must continue, during the rolling portion of the figure, to appear exactly the same as if there had there been no roll.</p> <p>27.2 The Zero-lift Axis</p> <p>27.2.1 The aircraft's zero-lift axis is the attitude at which the wing produces no lift. It is a function of the wing's Angle of Incidence relative to the fuselage.</p> <p>27.2.2 When an aircraft's flight path, in a zero-wind condition, is exactly 90 degrees to the horizon, the wings are being held at the correct angle to produce no lift.</p> <p>Clarification: The longitudinal axis of some aircraft does not match the zero-lift axis. Aircraft types whose zero-lift axis does not pass through the tail will make a spiral with the tail during a perfect vertical roll. During a true vertical roll, in all aircraft, the aircraft's wings will constantly be parallel to the horizon.</p>	<p>28.20.3 When executing any aileron roll on horizontal and Looping Lines, either the aircraft's CG trajectory (horizontal and Looping Lines) or attitude of the zero-lift axis (45 and vertical lines), must continue, during the rolling portion of the figure, to appear exactly the same as if there had there been no roll.</p> <p>28.20.4 (NEW) When executing any aileron roll on 45 and vertical lines, the zero-lift axis must remain, during the rolling portion of the figure, at exactly the same attitude to the flown line as if there had there been no roll.</p> <p>27.2 The Zero-lift Axis</p> <p>27.2.1 The aircraft's zero-lift axis is the attitude at which the wing produces no lift. It is a function of the wing's Angle of Incidence relative to the fuselage.</p> <p>27.2.2 When an aircraft's flight path, in a zero-wind condition, is exactly 90 degrees to the horizon, the wings are being held at the correct angle to produce no lift.</p> <p>Clarification: The longitudinal axis of some aircraft does not match the zero-lift axis. Aircraft types whose zero-lift axis does not pass through the tail will make a spiral with the tail during a perfect vertical roll. During a true vertical roll, in all aircraft, the aircraft's wings will constantly be parallel to the horizon.</p>	<p>Need to clarify wording regarding what the zero lift axis does during a roll on 45 degree lines. Existing rule is not consistent with its commonly-understood intent for any aircraft where the zero lift axis is not the same as its longitudinal axis. Since horizontal and looping lines are based on CG trajectory, vs. 45 and vertical lines being based on zero lift axis, split rule into two to allow correct description of each.</p>																								
2023-8	Revise aircraft annual inspection requirements to reflect FAA approved practice	<p>5.3.2 Required Documentation:</p> <p>e) Entries from the Aircraft and Engine log books, recording annual inspection.</p>	<p>5.3.2 Required Documentation:</p> <p>e) Entries from the Aircraft and Engine maintenance records documenting that the aircraft was found to be airworthy following an annual or condition inspection.</p>	<p>In my 93 contests over 23 years, I have only been asked for the engine logs once, and I was in Nebraska! The tech inspection form only says:</p> <p><input type="checkbox"/> Annual or Condition Inspection (Copy OK)</p> <p>but rule book is specific and this caused quite a turmoil at the IAC East championships in 2021 when lots of pilots had to scramble to show this (I assume) redundant information. Also, if this rule was followed to the letter of the law, no glider could have ever passed this requirement!!!</p>																								
2023-9	Amend rules governing corner judges to make use optional	<p>2.1 Contest Director</p> <p>2.1.1 The Contest Director is the general manager of the event, responsible for all contest planning, delegation, appointments, finances, and operations.</p>	<p>ADD NEW:</p> <p>2.1.2 Contest directors may opt to include or not include corner boundaries when submitting the sanction request. This decision can be reversed at any time leading up to start of contest, providing IAC management is informed of the change.</p>	<p>a) CIVA has eliminated all corner judge use, and many IAC Regionals are taking the same path.</p> <p>b) Use of corner judges demands a minimum of four volunteers (2 judges, a CJ assistant, and a driver), slows the pace of contests, requires a vehicle, and requires radios for reporting boundary violations.</p> <p>c) Corner judge duties are most often assigned to the least experienced volunteers, many of whom lack the Aresti familiarity required by Rule 8.</p> <p>d) Fatigue resulting from corner duties in some contest venues compromises safety in subsequent contest flights.</p> <p>e) Elimination of corner penalties can be offset by increased CJ emphasis on Presentation scores and an increase in Presentation Ks from their current levels.</p> <p>Also see detail rationale attachment.</p>																								
2023-10	Increase Presentation penalties	<p>29.2.1 The Presentation "K" Factor increases with the difficulty of the category:</p> <table border="1"> <thead> <tr> <th>Category</th> <th>Presentation K</th> </tr> </thead> <tbody> <tr> <td>a) Primary</td> <td>5 K</td> </tr> <tr> <td>b) Sportsman</td> <td>10 K</td> </tr> <tr> <td>c) Intermediate</td> <td>15 K</td> </tr> <tr> <td>d) Advanced</td> <td>25 K</td> </tr> <tr> <td>e) Unlimited</td> <td>40 K</td> </tr> </tbody> </table>	Category	Presentation K	a) Primary	5 K	b) Sportsman	10 K	c) Intermediate	15 K	d) Advanced	25 K	e) Unlimited	40 K	<p>29.2.1 The Presentation "K" Factor increases with the difficulty of the category:</p> <table border="1"> <thead> <tr> <th>Category</th> <th>Presentation K</th> </tr> </thead> <tbody> <tr> <td>a) Primary</td> <td>10 K</td> </tr> <tr> <td>b) Sportsman</td> <td>20 K</td> </tr> <tr> <td>c) Intermediate</td> <td>30 K</td> </tr> <tr> <td>d) Advanced</td> <td>50 K</td> </tr> <tr> <td>e) Unlimited</td> <td>80 K</td> </tr> </tbody> </table>	Category	Presentation K	a) Primary	10 K	b) Sportsman	20 K	c) Intermediate	30 K	d) Advanced	50 K	e) Unlimited	80 K	<p>As more CDs opt to eliminate corner judges at Regional contests, Presentation scores need increased importance. At the current coefficient, even a very low Presentation score recorded by a grading judge has little impact on an overall flight. In consequence it is my experience that Presentation scores are treated as meaningless "throw-aways" by many judges, some of whom need repeated reminders just to record the scores, an indication of their lack of perceived significance.</p>
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2023-11	Conduct unbecoming of a IAC member	<p>31.6 Disqualification of Competitors</p> <p>31.6.1 If a competitor is disqualified, they are barred from any further Performances.</p> <p>31.6.2 The Jury shall warn, award Jury Penalty points to, or disqualify any competitor who has engaged in any of the following prohibited activities. The Jury will rely and act upon the recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters.</p> <p>a) Unsportsmanlike conduct.</p>	<p>31.6 Disqualification of Competitors</p> <p>31.6.1 If a competitor is disqualified, they are barred from any further Performances.</p> <p>31.6.2 The Jury shall warn, award Jury Penalty points to, or disqualify any competitor who has engaged in any of the following prohibited activities. The Jury will rely and act upon the recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters.</p> <p>a) Unsportsmanlike conduct, which includes but is not limited to fighting, physical or verbal threats, violations of the governing documents of the IAC and purposeful violations of FAA regulations.</p>	<p>Clarifies the extent of what the Jury may address when dealing with unsportsmanlike conduct.</p>																								
2023-12	Disallow lateral and vertical adjustments after signaling the start of a Performance	<p>14.5 A competitor may make, without penalty, lateral and vertical adjustments to their position prior to beginning their Performance.</p>	<p>14.5 A competitor may make, without penalty, lateral and vertical adjustments to their position prior to beginning their Performance and while Signaling.</p>	<p>After a competitor Signals, it may be impossible for the judges to conclusively distinguish between, say, a dive for speed and the start of an aerobatic figure.</p>																								

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2023-13	Clarify treatment of tardy competitors	<p>4.6 Late Arrivals</p> <p>4.6.3 Absent prior permission, a competitor is declared tardy when it is no longer possible to complete registration, receive the required briefings, and be ready to fly prior to the scheduled completion of their Known Program.</p> <p>4.6.4 The Chief Judge will assess a Zero Flight Program penalty for any completed Programs missed by a tardy competitor unless the Contest Jury determines that the tardiness was outside of the competitor's control.</p> <p>4.6.5 The Contest Jury may require the tardy competitor to fly the Known Sequence during a qualifying flight even if scores cannot be earned.</p>	<p>4.6 Late Arrivals</p> <p>4.6.3 Absent prior permission, a competitor is declared tardy when it is no longer possible to complete registration, receive the required briefings, and be ready to fly prior to the scheduled completion of their Known Program.</p> <p>4.6.4 Tardy competitors may fly completed programs for a score at the discretion of the Contest Director.</p> <p>4.6.5 (re-numbered) The Chief Judge will assess a Zero Flight Program penalty for any completed Programs missed not flown by a tardy competitor unless the Contest Jury determines that the tardiness was outside of the competitor's control.</p> <p>4.6.6 (re-numbered) The Contest Jury may require the tardy competitor to fly the Known Sequence during a qualifying flight even if scores cannot be earned.</p>	CDs often make these decisions, but nothing in the current rules authorizes them to do so.
2023-14	Clarify when the upline ends and the downline begins for hammerheads	28.8 Family 5 – Stall Turns (aka “Hammerheads”)	<p>ADD NEW:</p> <p>28.8.6 The upline of a hammerhead ends when the pivot begins.</p>	<p>Angular deductions are evaluated separately for the upline and downline of hammerheads. For example, if an aircraft is 5° off heading on both the upline and downline, the judges should two one-point downgrades.</p> <p>But if the aircraft backslides before or during a hammerhead pivot, is it still on the upline or has the downline begun? The current rules do not address that question.</p> <p>The proposed new text separates the hammerhead into three parts: upline, pivot, and downline. The current Rule 28.8.4 covers changes in pitch and/or roll during the pivot, and Rule 27.6.1 covers angular errors on the up- and downlines.</p>
2023-15	Clarify when the upline ends and the downline begins for tailslides	28.9 Family 6 – Tailslides	<p>ADD NEW:</p> <p>28.9.6 The upline of a tailslide ends when the aircraft begins to descend.</p>	<p>The rationale for this change is almost the same as for the proposed 28.8.6 above, except that the aircraft must slide prior to pivoting about the pitch axis.</p> <p>The proposed text defines the start and end of the tailslide upline, pivot, and downline.</p>
2023-16	Specify the deduction for non-integrated roll in Quarter-Clovers	28.3 Family 0.1-0.2 Quarter-Clover	<p>ADD NEW:</p> <p>28.3.7 For failure to begin or end the loop and roll simultaneously, deduct one (1) point for every five (5) of degrees of roll or pitch deviation.</p>	Rules 28.3.3 and 28.3.4 state that the roll must commence at the beginning of the half-loop and imply that it must end at the same time as the half-loop. However, there is no stated deduction for figures that do not meet those criteria.
2023-17	Separate the deductions for faults in competition turns	28.5.2 After the roll to a bank angle of at least 60° is complete, the heading change must begin. A pause is permitted between the end of the roll and the start of the heading change. If the heading changes before the bank angle is established, deduct one (1) point for every five (5) degrees for any bank angle less than 60°.	28.5.2 If the bank angle is less than 60 degrees at the end of the roll phase, deduct one (1) point for every five (5) degrees of roll remaining. After the roll phase is complete, the heading change must begin. A pause is permitted between the end of the roll and the start of the heading change. If the heading changes before the roll phase is complete , deduct one (1) point for every five (5) degrees for any bank angle less than 60°.	The current text combines two separate faults: failure to bank to at least 60° vs. a “blended entry” in which the heading change begins before the roll is complete. Read literally, a bank angle of less than 60° is not a deduction provided there is a pause between the roll and the heading change... which is obviously not the intent.
2023-18	No penalty specified for failing to pause between unlinked/opposite rolls	27.8.2 The rolls must have a brief pause between them.	<p>ADD NEW:</p> <p>27.8.2 The rolls must have a brief pause between them. If no pause is observed, deduct at least 1 point.</p>	This change promotes consistency in scoring.
2023-19	Restore the roll-after-spin exception for Unlimited Unknowns	<p>24.6.2 Rolls are restricted as follows:</p> <p>c) Unlimited</p> <p>iii. Unlinked rolls are permitted, but only according to the following table:</p> <p>.....</p>	<p>24.6.2 Rolls are restricted as follows:</p> <p>c) Unlimited</p> <p>iii. Unlinked rolls are permitted, but only according to the following table:</p> <p>.....</p> <p>ADD:</p> <p>Exception: An aileron or snap roll element may be added after a spin.</p>	<p>This language was present in the 2019 (pre-rewrite) edition of the Rule Book, but unintentionally omitted during the refactoring process.</p> <p>Practically speaking, aileron or snap rolls following spins should be well within the capabilities of Unlimited pilots and aircraft.</p>
2023-20	Contest scores final	32.9.2 Scores and standings become final when their protest period has expired.	32.9.2 Scores and standings become final when their protest period has expired. The IAC Board may review a contests final scores and standings but will not make changes to the results, rather they may consider any contest jury decisions and the contest results for future rule changes.	The word final should be exactly what it means. Jury members serve to the best of their ability and their decisions should be deemed as final as they are serving as the “on-scene” members at the contest applying the rules to ensure safety and sportsmanship at the contest. The IAC Board administratively serves the membership and can't be present at every contest so they need to rely on the contest jury to make the call. If the Board feels a wrong call is made then the problem lies in the rules and not the jury, which should be changed appropriately rather than change the outcome of a contest.

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2023-21	Flying contest without a certificate	4.5.3 The competitor has the sole responsibility for determining the qualifications of an individual to act as a Safety Pilot in the competitor's make and model aircraft. If the competitor is a Student Pilot, the Safety Pilot must be an appropriately-rated Certified Flight Instructor.	4.5.3 The competitor has the sole responsibility for determining the qualifications of an individual to act as a Safety Pilot in the competitor's make and model aircraft. If the competitor is a Student Pilot, the Safety Pilot must be an appropriately-rated Certified Flight Instructor.	Delete no one without a pilot certificate not student should fly a contest. 1. If in a competition one should have a pilot certificate so they have all the knowledge and show knowledge to operate an aircraft. 2. Putting an uncertified person behind the aircraft under a stressful time of competition does not state safety which is what we are about. 3. Insurance will be effected.
2023-22	Clarify penalty for blending roll with a half loop	27.11 Looping Lines with Connected Rolls 27.11.1 When a Looping Line is immediately preceded or followed by one or more rolls (i.e., rolls not centered on a straight line), there may be a pause between the roll and Looping Line. 27.11.2 If the pause between the roll and Looping Line is substantially more than necessary, deduct at least one (1) point.	27.11 Looping Lines with Connected Rolls 27.11.1 When a Looping Line is immediately preceded or followed by one or more rolls (i.e., rolls not centered on a straight line), there may be a pause between the roll and Looping Line. 27.11.2 If the pause between the roll and Looping Line is substantially more than necessary, deduct at least one (1) point. 27.11.3 (new) The roll(s) must be completed on a horizontal line. Deduct one (1) point for every five (5) degrees of the Looping Line flown on which the roll was performed.	When the rule book was refactored the specific penalty for blending a connected roll into a half loop was omitted. This information could be assumed by general judging criteria but much better to be explicit where applicable (as done elsewhere in the rules).
2023-23	Clarify penalty for "blended exit" in Competition Turns	28.5.5 If the roll to wings level begins prior to stopping the turn, deduct one (1) point for every five (5) degrees of roll/turn integration.	28.5.5 If the roll to wings level begins prior to stopping the turn, deduct one (1) point for every five (5) degrees of roll/turn integration roll that occurs prior to reaching the exit heading.	Currently, it's unclear whether the judge should assess a 1-in-5 deduction for the amount of turn remaining, the amount of roll that takes place prior to reaching the exit heading, or both.
2023-24	Add criteria to address safety of continuing contest flights during very hot weather	12 Weather 12.3 Ceiling 12.4 Wind Limits 12.5 Precipitation 12.6 Optional Break (<i>addresses density altitude</i>)	ADD: 12.9 Heat Index 12.9.1 Flight will not be conducted when the Heat Index is above 103 degrees as determined by the National Weather Service on-line calculator when using either local measured or forecast data.	At the Redlands contest, held in very hot weather, two very experienced competitors experienced events that were very likely tied to the extreme conditions. This occurred even though the contest had scheduled cooling down breaks between programs to help the pilots and volunteers better handle the heat. Calculated heat index was 108 degrees. We need criteria for contests to apply so that such safety issues are mitigated. The heat index criterion of 103 degrees is based on the upper limit of "Extreme Caution" (lower level of "Danger") established by the National Weather Service. Note that these values are based on shade - In the sun heat index can be as much as 15 degrees higher.
2023-25	Unknown Figure Use Change	37 Allowable Figures for Unknown Sequences 37.1.3 The categories are abbreviated as I (Intermediate) A (Advanced) U (Unlimited) Clarification: Contrary to expectations, there are cases where figures that are allowed in a lower category are disallowed in an upper category.	37 Allowable Figures for Unknown Sequences 37.1.3 The categories are abbreviated as I (Intermediate) A (Advanced) U (Unlimited) Clarification: Contrary to expectations, there are cases where figures that are allowed in a lower category are disallowed in an upper category. (ADD) Exception: Any base figure marked I (Intermediate) or A (Advanced) may be used in higher categories in Unknown construction. Use of rolls for these base figures will follow the roll chart rules.	Rationale: If a figure can be flown safely in Intermediate or Advanced it can be safely flown in higher categories. There are currently figures limited to lower categories that could be used to increase versatility in Unknown construction that are disallowed in higher categories for no apparent safety reason. By changing the Clarification text you won't have to go into the Unknown Figure table to make changes.
2023-26	Base aircraft protest for Unknowns	31.4 Invalid Sequences 31.4.1 If the Contest Jury finds an Unknown Sequence to be illegally constructed or dangerous, they shall make the minimum changes required to correct it.	31.4 Invalid Sequences 31.4.1 If the Contest Jury finds an Unknown Sequence to be illegally constructed or dangerous, they shall make the minimum changes required to correct it (ADD) Clarification: IAC "Base Aircraft" criteria may not be considered by the Jury when assessing legality of an Unknown unless that type aircraft is actually competing at that contest in that category.	Protesting an Unknown for an aircraft that is not competing at the Contest is an overstep for the Jury. How can a protest be brought for a condition that doesn't even exist at the Contest? This is a protest that should not even be entertained. Hopefully this language inclusion will help prevent this type of action.

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2023-27	Update Safety Figure Rules	<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 a Safety Check comprising of a one-half roll from upright, with a reasonable hesitation at inverted that may include a push to briefly load the aircraft, followed by a one-half roll back to upright.</p> <p>14.3.2 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 proceed 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>(ten figures depicted)</i></p> <p>14.3.3 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 Safety Checks</p> <p>14.3.1 To check safety belts and inverted fuel and oil systems, competitors have the option of performing a Safety Check comprising of a one-half roll from upright, with a reasonable hesitation at inverted that may include a push to briefly load the aircraft, followed by a one-half roll back to upright. The competitor may include push/full stick inputs to creat g-loading in either/both upright or inverted flight.</p> <p>14.3.2 In addition to half-rolls above, the competitor may perform upright or inverted turns of no more than 360 degrees total. Rolling turns shall not be flown. Clarification: The turning may be either continuous or as separate figures.</p> <p>Clarification: A maximum of two half-rolls may be performed to bring the aircraft to/from the attitude selected for the turn(s).</p> <p>14.3.3 (renumbered) Alternatively, cCompetitors in the Advanced and Unlimited categories have the option to also 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 proceed 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>(ADD) Clarification: A maximum of two half-rolls may be performed to bring to and/or return from the attitude necessary for the selected figure. <i>(fourteen figures depicted - Add 5.2.1.3, 8.4.2.1, 8.4.3.1, 8.4.4.1 to existing)</i></p> <p>14.3.4 (renumbered) 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>Update Safety Check rules to be closer to recent CIVA changes. These allow competitors more latitude in selecting how to best condition the aircraft and pilot for the performance. A key goal is to provide opportunities for competitors to prepare for upcoming g-loading and reduce the risk of g-LOC without placing undue burden/delays on the operation of contests.</p> <p>CIVA Safety Check rules NOT adopted include any number of one-half rolls, any number of turns, up to three Safety Check figures in all categories, and practice of up to 5 of the first figures of the upcoming program. These work for the time-limited CIVA contest approach but would bog down the IAC contest format that also includes Primary and Sportsman levels.</p>