

Rule Change Proposals for 2025

Member Comments 7-31-2024



2025-1		Eliminate “At Least”, “No More Than” & “Up To” Grading		
Proposed By	Date	IAC #	Email	Phone
Current Affected Rule(s)	<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> <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, the deduction will be no more than 2 points.</p>			

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	<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</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>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>Change deductions to one specified value:</i></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 radii 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>

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	<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> <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, 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</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>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>
Proposer Rationale	Eliminates special case deductions to make it easier for judges to correctly and consistently apply penalties.

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2025-2		Competition Turn Autorotation Deductions		
Proposed By	Date	IAC #	Email	Phone
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	<i>ADD New:</i> 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>			

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2025-3	Synopsis	Revise Line Length Deductions		
Proposed By	Date	IAC #	Email	Phone
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	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. 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.			

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2025-4	Synopsis	Provisional Scores		
Proposed By	Date	IAC #	Email	Phone
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.			

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2025-5	Synopsis		Disallow Glider Super-Slow Rolls		
Proposed By	Date	IAC #	Email		Phone
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.				

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2025-6		Synopsis			Improvements to Program Briefing List		
Proposed By		Date		IAC #	Email		Phone
Current Affected Rule(s)		25 Program Briefing					
	 25.1.5 The briefing will include, in the following order: a) Roll call and Order of Flight. 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. 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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<p>Proposed Change</p>	<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. (was k) b) Official contest working hours. b) Introduction of Judges, Starter, Contest Jury, and other contest officials. (was m) c) Personnel permitted on the judging line. (was n) 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. (was c) m) Introduction of government officials. (was d) n) Weather forecast and winds aloft.
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Proposer Rationale	<p>This change improves the Program Briefing a bit because it lists items in a better order.</p> <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>
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2025-7		Synopsis		Allow Radio as Alternate to Wing Dips	
Proposed By	Date	IAC #	Email		Phone
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. <i>ADD new: Exception: The competitor may optionally make a radio call either in addition to the wing dips or as a replacement for them.</i>				
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.				

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

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	<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>

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2025-9		Synopsis		Reinstate Qualification Flight Requirement		
Proposed By	Date	IAC #	Email		Phone	
Current Affected Rule(s)	None					
Proposed Change	<p><i>ADD New:</i> (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.</p> <p><i>ADD New:</i> (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.</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.)					

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2025-10		Synopsis	Jury-Authorized Optional Breaks for All Competitors		
Proposed By	Date	IAC #	Email	Phone	
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>				

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Proposer Rationale	<ol style="list-style-type: none">1. This aligns the rule book with actual practice at competitions.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.
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2025-11		Synopsis		Eliminate 2-pt Roll on 45 Down From Intermediate Unknowns					
Proposed By	Date	IAC #	Email			Phone			
Current Affected Rule(s)	37.2.22 Sub-Family 9.2 – 2-Point Aileron Rolls								
		$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	1	$1\frac{1}{4}$	$1\frac{1}{2}$	$1\frac{3}{4}$	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	
Proposed Change	In 37.2.22, REMOVE “T” from eligibility for figure 9.2.4.1.								
Proposer Rationale	<p>While 9.2.4.1 (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>								

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2025-12		Add 45 Up Hammerhead to Intermediate Unknowns																						
Proposed By	Date	IAC #	Email	Phone																				
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></td><td></td><td></td><td></td></tr> <tr> <td>5.3.1</td><td></td><td></td><td></td><td></td></tr> <tr> <td>5.3.2</td><td></td><td></td><td></td><td></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					5.3.1					5.3.2				
	1	2	3	4																				
5.2.1																								
5.3.1																								
5.3.2																								
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. 																							

Rule Change Proposals for 2025

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2025-13		Synopsis		Create a Legends Category as Alternate to Advanced and Unlimited		
Proposed By	Date	IAC #	Email		Phone	
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	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.					
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><div>PRIMARYSPORTSMANINTERMEDIATE</div><div><div>ADVANCEDUNLIMITED</div><div>LEGENDS</div></div></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>					

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LEGENDS Sequences:

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.

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.

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.

Rule Change Proposals for 2025

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2025-14		Align ADVANCED and UNLIMITED Power and Glider Categories with CIVA		
Proposed By	Date	IAC #	Email	Phone
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	<i>Example of new rule text:</i> 22.4 Advanced and Unlimited Free/Known – Program 1 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. <i>(This is only one example of the rule changes necessary)</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. 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 PRIMARY --> SPORTSMAN SPORTSMAN --> INTERMEDIATE INTERMEDIATE --> ADVANCED INTERMEDIATE --> UNLIMITED LEGENDS --> UNLIMITED </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>			

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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.

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.

Rule Change Proposals for 2025

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2025-15		Synopsis		Review & Update Glider Unknown Figures		
Proposed By	Date	IAC #	Email		Phone	
Current Affected Rule(s)	37.3 Allowable Figures for Glider Unknowns					
Proposed Change	Review and update allowed unknown figures for Gliders in the Int, Adv, and Unl categories.					
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.					

Rule Change Proposals for 2025

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2025-16	Synopsis		Revise Square Loop Radii Criteria		
Proposed By	Date	IAC #	Email	Phone	
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> a) The beginning and ending radii must match each other AND 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.				
Proposer Rationale	Matches CIVA change implemented for 2024. Proposed for discussion towards whether to similarly revise IAC rules, not as an endorsement.				

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2025-17		Synopsis		Revise Optional Break Density Altitude		
Proposed By	Date	IAC #	Email		Phone	
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.					

Rule Change Proposals for 2025

Member Comments 7-31-2024



2025-18		Synopsis		Mandate Safety Checks		
Proposed By		Date	IAC #	Email		Phone
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.