

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-1	Synopsis	Competitor Team Awards
Current Affected Rule(s)	<i>(none)</i>	
Proposed Change	33 Trophies and Recognition <i>(all new)</i> 33.8 Competitor Team Trophy 33.8.1 Competitor Team Trophies may optionally be awarded at all IAC sanctioned contests. 33.8.2 Each Competitor Team must comprise of at least three pilots. There must be team members in at least two different Categories. 33.8.3 The Competitor Team Trophy will be presented to the registered team that achieves the highest average percentage score, computed from the results of all members of the team. 33.8.4 All Programs flown at the completion of the contest will be counted, with the exception of the Four Minute Freestyle.	
Proposer Rationale	The concept is a team event incorporated in any IAC contest; each team containing 3 pilots. The pilots compete both as individuals and as members of their team. The Team score is the average of the individual pilot's % score. The Teams must comprise pilots from at least 2 categories. This is an easy addition to administer as pilots register, they simultaneously register their team. As the individual scores are determined, the Team scores are simple to compute. My hope that it adds fun to a contest. Once established Teams could be created at home bases or through friendship all being encouraged to do more flying. Individuals in less busy airports can call team mates to maintain their enthusiasm and exchange expertise. The concept places equal importance on all categories and in effect all budgets. A 40-year Pitts in Intermediate is just as competitive at one tenth of the cost of a new aircraft with a bonus of owner maintenance.	

Rule Change Proposals for 2026

As Proposed For Member Comments

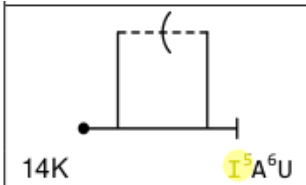


2026-2	Synopsis	Better Specify When Free Program Submission is Final
Current Affected Rule(s)	31.4.2 Competitors' Free Program Forms become final when the Program Briefing begins. Free Program Forms may not be altered by the competitor after they become final.	
Proposed Change	31.4.2 Competitors' Free Program Forms become final when the Known Program Briefing begins. Free Program Forms may not be altered by the competitor after they become final.	
Proposer Rationale	The current rule says that forms become final "when *the* Program Briefing begins", i.e., the Free Program Briefing. That doesn't give the contest organizers sufficient time to update the Chief Judge, Grading Judge, and Boundary clipboards. It also runs the risk of delaying the contest and introducing paperwork errors during a last-minute scramble. Moving the deadline up to the Known Briefing gives the organizers ample time to adjust the paperwork.	

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-3	Synopsis	Add Unknown Program Checklist
Current Affected Rule(s)	None	
Proposed Change	(All new) 24.7 Checklist for Unknown Program Forms 24.7.1 The following items comprise a checklist to use for checking Unknown Program Forms compliance. a) Sequences must comply with Rule 23.8.1(b) b) Sequences must comply with the General Restrictions [24.5] Clarification: All Aresti figures must appear in the Allowable Figures for Unknown Sequences, include an annotation for the category (I, A, or U), and comply with all associated footnotes. Example: A square loop with a full roll is not valid in an Intermediate Unknown sequence because a footnote prohibits adding any rolls to that base figure:  The diagram shows a square loop figure. The left vertical line has a solid dot at its base, and the right vertical line has a solid dot at its base. A dashed line connects the top of the left vertical line to the top of the right vertical line, with a curved arrow indicating a full roll. Below the left vertical line is the label '14K', and below the right vertical line is the label 'I⁵A⁶U'. 1) 9.4.3.4 is not permitted. 2) Maximum rotation is 360 degrees. 3) Only 9.1.3.4 is permitted. 4) Neither snap rolls nor eight-point rolls are permitted. 5) Rolls are not permitted. 6) Neither opposite nor unlinked rolls are permitted. 7) Snap rolls are not permitted. 8) Snap rolls are not permitted on the lower 45 degree line. c) Sequences must comply with the Restrictions by Category [24.6]	
Proposer Rationale	Contest organizers are required to check each Unknown sequence (Rule 24.2.2), and competitors also have a vested interest in checking them. Validating an Unknown Program is more complicated than a Free Program because there are more things to check, and the applicable rules and tables are located in different sections of the Rule Book.	

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-4	Synopsis	Penalty for Failure to Signal an Explicit Interruption
Current Affected Rule(s)	15.1.1 An Explicit Interruption is a break in the Performance following Signaling by the pilot.	
Proposed Change	15.1.1 An Explicit Interruption is a break in the Performance following Signaling by the pilot. If the competitor fails to Signal the break in the Performance, they shall be assessed an Improper Restart Penalty.	
Proposer Rationale	The current text of Rule 15.1.1 implies that Signaling is mandatory at the beginning of an Explicit Interruption but does not specify a penalty if the competitor fails to signal.	

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-5	Synopsis	Simplify Point Deduction Special Cases
Current Affected Rule(s)		27 Basic Criteria for Judging Aerobatic Figures 27.7 Deductions 27.7.1 For 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. 27.12 Looping Lines with Integrated Rolls 27.12.2 If any part of the roll or roll combination is flown on a straight line, deduct at least two (2) points. 28 Family-Specific Grading Criteria 28.3 Family 0.1-0.2 Quarter-Clover 28.3.6 If the roll rate changes, deduct one (1) point for each change. 28.5 Family 2 - Competition Turns 28.5.4 When the aircraft reaches the exit heading, the heading change must stop on the correct box axis while maintaining the chosen bank angle, followed by a roll back to wings level using a rate of roll equal to the entry roll. A pause is permitted between the end of the heading change and the start of the roll. If the entry and exit roll rates do not match, deduct one (1) point. 28.6 Family 2 - Rolling Turns 28.6.6 If the rate of roll stops (aside from any brief pause when changing roll directions), deduct one (1) point. 28.13 Family 7.4.7-7.4.14 – Reversing Whole Loops 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. 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. 28.20 Family 9.1 – Aileron Rolls (aka “Slow Rolls”) 28.20.1 Slow Rolls must be flown at a constant roll rate. If there is any variance in the roll rate, deduct one (1) point per variation.

Rule Change Proposals for 2026

As Proposed For Member Comments



	Example: A 180 degree roll is expected. The airplane rolls quickly to 135 degrees, the rotation slows dramatically for the last 45 degrees, but the roll finishes at the correct angle. This is a one (1) point penalty. 28.21 Family 9.2-9.8 – Hesitation Rolls 28.21.3 The rates of roll between each point must match. For each roll rate observed to be different from the first, deduct one (1) point. 28.21.4 The duration of the pauses at each point must match. For each pause duration observed to be different from the first, deduct one (1) point.
Proposed Change	<i>(Define the requirement for each but do not include a specific deduction amount. All deductions will thus be proportional to the error per 27.7.1)</i> 27 Basic Criteria for Judging Aerobatic Figures 27.7 Deductions 27.7.1 For many criteria the amount of deduction is specified. In the case cases where a specific deduction value is not specified, the judge shall apply a deduction proportional to the error, but not less than 0.5 points 27.12 Looping Lines with Integrated Rolls 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. 28 Family-Specific Grading Criteria 28.3 Family 0.1-0.2 Quarter-Clover 28.3.6 If the The roll rate shall remain constant. changes, deduct one (1) point Deduct for each change. 28.5 Family 2 - Competition Turns 28.5.4 When the aircraft reaches the exit heading, the heading change must stop on the correct box axis while maintaining the chosen bank angle, followed by a roll back to wings level using a rate of roll equal to the entry roll. A pause is permitted between the end of the heading change and the start of the roll. If the The entry and exit roll rates do not must match, deduct one (1) point. 28.6 Family 2 - Rolling Turns 28.6.6 If the The rate of roll stops must not stop (aside from any brief pause when changing roll directions), deduct one (1) point. Deduct for each stop. 28.13 Family 7.4.7-7.4.14 – Reversing Whole Loops

Rule Change Proposals for 2026

As Proposed For Member Comments



	28.13.2 The change in loading (positive/negative) must be immediate, If a line is with no line added between the two Looping Segments, deduct at least two (2) points. 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 with no line added between the two Looping Lines, deduct at least two (2) points. 28.20 Family 9.1 – Aileron Rolls (aka “Slow Rolls”) 28.20.1 Slow Rolls must be flown at a constant roll rate, If there is any deduct one (1) point per variation. Deduct for each change. Example: A 180 degree roll is expected. The airplane rolls quickly to 135 degrees, the rotation slows dramatically for the last 45 degrees, but the roll finishes at the correct angle. This is a one (1) point penalty. Deduct at least 0.5 points. 28.21 Family 9.2-9.8 – Hesitation Rolls 28.21.3 The rates of roll between each point must match the rate used to first point. For each roll rate observed to be different from the first, deduct one (1) point. Deduct for each difference from the first point’s rate. 28.21.4 The duration of the pauses at each point must match the pause used at first point. For each pause duration observed to be different from the first, deduct one (1) point. Deduct for each difference from the first point’s pause.
Proposer Rationale	The requirements toward how to fly the figures are not changed. However, the revision provides clear and concise statements regarding correct figure criteria. 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. 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 requirements. This simpler approach will make it easier on Judges and is not expected to impact pilot rankings significantly.

Rule Change Proposals for 2026

As Proposed For Member Comments



	Some errors more significantly should be assessed more serverely because of the importance of flying that element correctly. It is thus reasonable to require a higher minimum and/or scheduled deduction for such errors. Recommend to maintain the existing unique deductions for: 26.7.1 (No Line Between Figures), 27.9.4 (Variations in Line Length), 27.15.1 (Scorability), and 28.8.3 (Hammerheads).
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Rule Change Proposals for 2026

As Proposed For Member Comments



2026-6	Synopsis	Error Corrections Within Figures
Current Affected Rule(s)		26.6 Errors are Downgraded, Corrections Aren't 26.6.1 Downgrades are always made for the original error but not for any corrections which immediately follow. Example: Over-rotating a roll and rolling the wings back again must be penalized for the over-rotation, but not penalized a second time for resuming the correct geometry afterwards. 26.6.2 When a downgrade in geometry (pitch, roll, yaw) is observed for one maneuver within a figure, any immediately following maneuver within the same figure is not downgraded a second time for any misaligned entry geometry. Example: The first point of a 4-point roll stops at 100° of rotation. The second point stops exactly at 180° of rotation. There is no downgrade for the second 80° of rotation. 26.6.3 If any errors observed immediately following the final maneuver of the preceding figure are corrected before beginning the subsequent figure, only the preceding figure shall receive the deduction. 26.6.4 Failure to correct such errors shall result in a downgrade to both figures.
Proposed Change		26.6 Errors are Downgraded, Corrections Aren't Corrections Within Figures 26.6.1 (new) Pilots are required to correct errors in a figure element prior to or within the execution of the following element. 26.6.2 (re-numbered) Downgrades are always made for the original error but not for any corrections which immediately follow. Example: Over-rotating a roll and rolling the wings back again must be penalized for the over-rotation, but not penalized a second time for resuming the correct geometry afterwards. 26.6.3 (re-numbered) When a downgrade in geometry (pitch, roll, yaw) is observed for one maneuver element within a figure, any immediately following maneuver element within the same figure is not downgraded a second time for any misaligned entry geometry. Example: The first point of a 4-point roll stops at 100° of rotation. The second point stops exactly at 180° of rotation. There is no downgrade for the second 80° of rotation. 26.7 (new) Corrections Between Figures 26.7.1 (was 26.6.3) If any errors observed immediately following the final maneuver element of the preceding figure are corrected before beginning the subsequent figure, only the preceding figure shall receive the deduction. 26.7.2 (was 26.6.4) Failure to correct such errors shall result in a downgrade to both figures. (Renumber subsequent sections)

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As Proposed For Member Comments



Proposer Rationale	We know from the current rule that the pilot is <i>allowed</i> to correct for errors, but is the pilot ever <i>obligated</i> to do so? We obviously expect them to fix an error during the next rotation, but we don't seem to say that anywhere. This change corrects that missing requirement.
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Rule Change Proposals for 2026

As Proposed For Member Comments



2026-7	Synopsis	Reduce Maximum No. of Figures in Advanced Frees From 14 to 12															
Current Affected Rule(s)	23.2.1 Free Sequences are limited to the maximum number of figures and Maximum Total Figure K-Factor as shown below. <table> <thead> <tr> <th>Category</th><th>Maximum # of Figures</th><th>Maximum Total Figure K-Factor</th></tr> </thead> <tbody> <tr> <td>a) Sportsman</td><td>12</td><td>Same as Known ...</td></tr> <tr> <td>b) Intermediate</td><td>15</td><td>190</td></tr> <tr> <td>c) Advanced</td><td>14</td><td>300</td></tr> <tr> <td>d) Unlimited</td><td>9</td><td>420</td></tr> </tbody> </table>		Category	Maximum # of Figures	Maximum Total Figure K-Factor	a) Sportsman	12	Same as Known ...	b) Intermediate	15	190	c) Advanced	14	300	d) Unlimited	9	420
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Proposed Change	23.2.1 Free Sequences are limited to the maximum number of figures and Maximum Total Figure K-Factor as shown below. <table> <thead> <tr> <th>Category</th><th>Maximum # of Figures</th><th>Maximum Total Figure K-Factor</th></tr> </thead> <tbody> <tr> <td>a) Sportsman</td><td>12</td><td>Same as Known ...</td></tr> <tr> <td>b) Intermediate</td><td>15</td><td>190</td></tr> <tr> <td>c) Advanced</td><td>14 12</td><td>300</td></tr> <tr> <td>d) Unlimited</td><td>9</td><td>420</td></tr> </tbody> </table>		Category	Maximum # of Figures	Maximum Total Figure K-Factor	a) Sportsman	12	Same as Known ...	b) Intermediate	15	190	c) Advanced	14 12	300	d) Unlimited	9	420
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Proposer Rationale	This proposal restores the original values prior to 2021. The 2021 change came out of heated board discussion, did not have the benefit of calm consideration, and has not proven successful. Notably, the board skipped member comment (2/3 against it) and ruled by fiat to change to the maximum figures to 14. The increase in the maximum number of figures allowed in the free program reduced the average k per figure so much that Advanced Free Sequences are often similar to Intermediate sequences. Also, the Advanced programs are unbalanced, with the Free program being far easier than the Known and the Unknown. Changing this back to the previous standard will restore the balance in our category system. With respect to those who fought for this change in 2021, the debate was unreasonably heated over what is really a very small set of changes, and it became framed around "grassroots" vs "unlimited" which has nothing to do with the subject. While the intent of equalizing the category system for various types of aircraft is noble, this change weakened the parity of the Advanced programs. It should be reversed so that the Advanced programs have equal value.																

Rule Change Proposals for 2026

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2026-8	Synopsis	Change Maximum No. of Snap Rolls in Advanced Unknowns From 3 to 4
Current Affected Rule(s)	24.6 Restrictions by Category 24.6.2 Rolls are restricted as follows: b) Advanced	i. A minimum of 2 and a maximum of 3 snap rolls. ii. Rolls are not permitted on any downline containing a spin. iii. Unlinked rolls are permitted, but only on straight horizontal lines with a maximum of 10 stops per line.
Proposed Change	24.6 Restrictions by Category 24.6.2 Rolls are restricted as follows: b) Advanced	i. A minimum of 2 and a maximum of 3 4 snap rolls. ii. Rolls are not permitted on any downline containing a spin. iii. Unlinked rolls are permitted, but only on straight horizontal lines with a maximum of 10 stops per line.
Proposer Rationale		This proposal restores the original values prior to 2021. The 2021 change came out of heated board discussion, did not have the benefit of calm consideration, and has not proven successful. Notably, the board skipped member comment (only 1 member clearly supported it) and ruled by fiat to change to reduce the number of allowed snaps. The decrease in the number of allowed snap rolls was described as an effort to provide a better balance between high and low powered aircraft, but snap rolls do not require a high powered aircraft. Snap rolls are low speed figures that are flyable in almost any aircraft. Perhaps the first aerobatic figure ever flown was a snap roll, in a fabric covered airplane with scant horsepower! There is no benefit to low powered aircraft by restricting the number of snaps allowed. It could even work against low powered aircraft since the K has to be made up with another figure. Increasing this limit does not mean that every Unknown will have more snaps, it just means it is possible for the sequence committee to include one more snap if that is fitting for the sequence. The Sequence Committee is guided by the same energy and performance standards regardless of which figures they are allowed to choose. With respect to those who fought for this change in 2021, the debate was unreasonably heated over what is really a very small set of changes, and it became framed around "grassroots" vs "unlimited" which has nothing to do with the subject. While the intent of equalizing the category system

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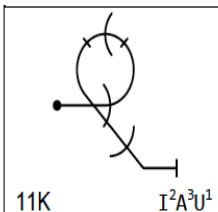
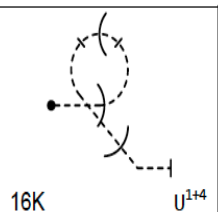
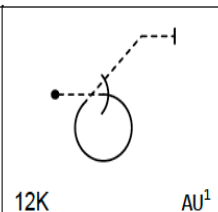
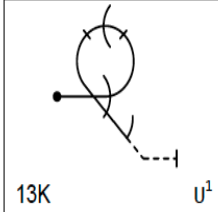
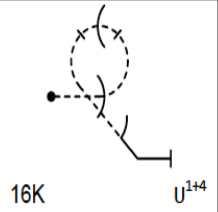
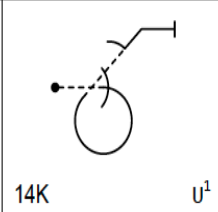
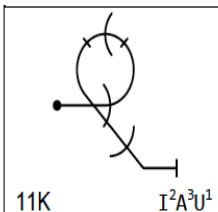
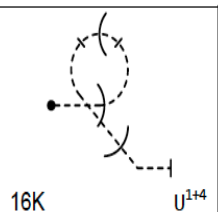
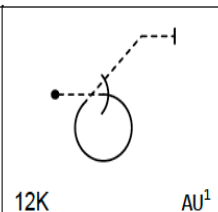
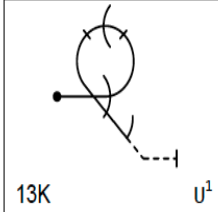
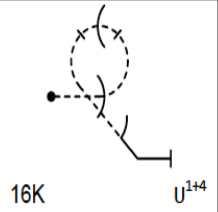
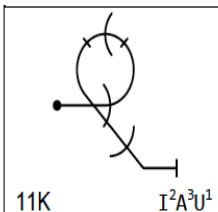
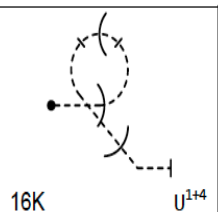
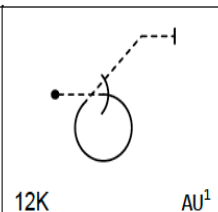
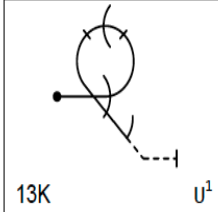
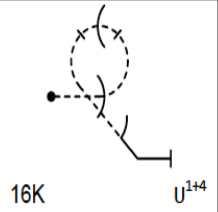
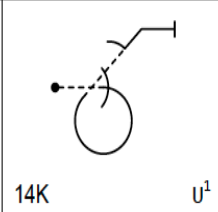
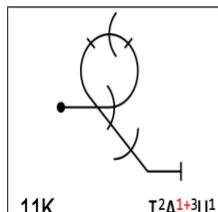
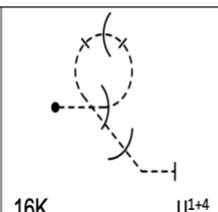
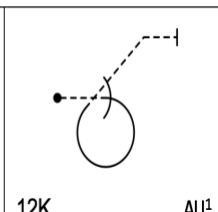
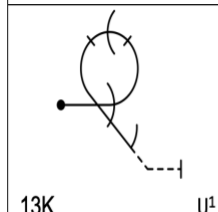
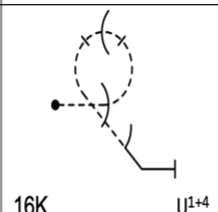
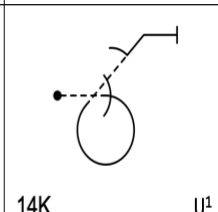
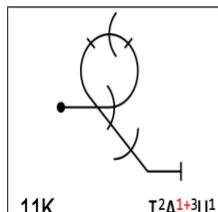
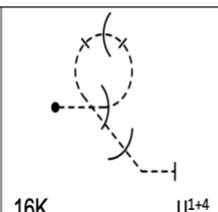
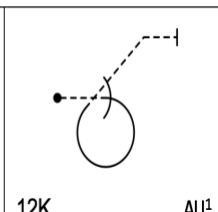
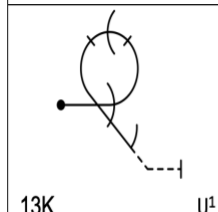
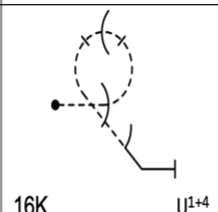
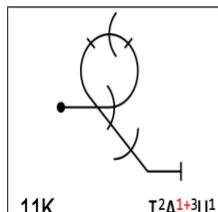
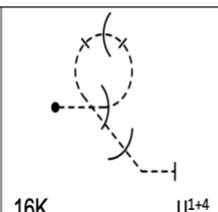
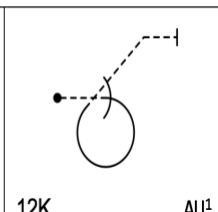
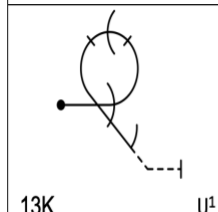
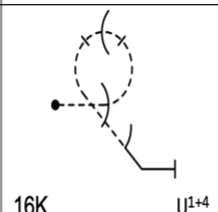
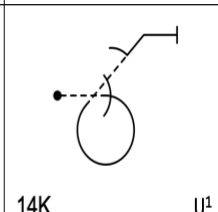


	for various types of aircraft is noble, this change weakened the parity of the Advanced programs. It should be reversed so that the Sequence Committee has the option to include an additional snap roll in an Advanced Unknown sequence.
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As Proposed For Member Comments



2026-9	Synopsis	Prohibit Snap Rolls on Horizontal Entry of Glider Advanced Unknown Q Loops														
Current Affected Rule(s)	37.3 Allowable Figures for Glider Unknowns 37.3.16 Sub-Family 8.6 – Q Loops															
	<table><tr><td></td><td>1</td><td>2</td><td>3</td><td>4</td></tr><tr><td>8.7.5</td><td> 11K $I^2A^3U^1$</td><td> 16K U^{1+4}</td><td></td><td> 12K AU^1</td></tr><tr><td>8.7.6</td><td> 13K U^1</td><td> 16K U^{1+4}</td><td></td><td> 14K U^1</td></tr></table> 1) Snap rolls are not permitted on the horizontal entry line. 2) Rolls are not permitted. 3) Rolls are not permitted on the 45 degree line. 4) Hesitation rolls are not permitted on the 7/8 loop.			1	2	3	4	8.7.5	 11K $I^2A^3U^1$	 16K U^{1+4}		 12K AU^1	8.7.6	 13K U^1	 16K U^{1+4}	
	1	2	3	4												
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8.7.6	 13K U^1	 16K U^{1+4}		 14K U^1												
Proposed Change	37.3 Allowable Figures for Glider Unknowns 37.3.16 Sub-Family 8.6 – Q Loops (Add Footnote “1” annotation applicable to “A” for 8.7.5.1)															
	<table><tr><td></td><td>1</td><td>2</td><td>3</td><td>4</td></tr><tr><td>8.7.5</td><td> 11K $I^2A^{1+3}U^1$</td><td> 16K U^{1+4}</td><td></td><td> 12K AU^1</td></tr><tr><td>8.7.6</td><td> 13K U^1</td><td> 16K U^{1+4}</td><td></td><td> 14K U^1</td></tr></table> 1) Snap rolls are not permitted on the horizontal entry line. 2) Rolls are not permitted. 3) Rolls are not permitted on the 45 degree line. 4) Hesitation rolls are not permitted on the 7/8 loop.			1	2	3	4	8.7.5	 11K $I^2A^{1+3}U^1$	 16K U^{1+4}		 12K AU^1	8.7.6	 13K U^1	 16K U^{1+4}	
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Rule Change Proposals for 2026

As Proposed For Member Comments



Proposer Rationale	Fix a likely error. If snap rolls are not permitted on a horizontal entry for Unlimited Unknowns, they should also be prohibited for Advanced Unknowns.
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Rule Change Proposals for 2026

As Proposed For Member Comments



2026-10	Synopsis	Clarify Starter Responsibilities
Current Affected Rule(s)	9.3.3 The Starter may assist the competitor with pushing their aircraft, putting on parachutes, attaching seat belts, checking altimeter settings, or other items as time allows. 9.3.4 The Starter will brief the competitor as to the official wind direction.	
Proposed Change	9.3.3 The Starter may assist the competitor with: pushing their aircraft, putting on parachutes, attaching seat belts, checking altimeter settings, or other items as time allows. 9.3.4 The Starter will brief the competitor as to confirm the competitor is aware of: holding procedures, the location of the Aerobatic Box, the position of the Judging Line, the Official Wind Direction, and other contest and airspace procedures, as time allows.	
Proposer Rationale	The rules currently state that the Starter must provide a briefing but there is no penalty for forgetting to do so. It's best to soften the wording here. At the same time, there are a lot of other issues that the Starter could be helpful with so a short list could be helpful.	

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-11	Synopsis	Chief Judge Radio Communications
Current Affected Rule(s)	30.1 Flight Coordination	30.1.1 The Chief Judge will coordinate with the Starter to launch aircraft according to the Order of Flight. 30.1.2 The Chief Judge will communicate by radio with pilots, granting them permission to enter the Aerobatic Box.
Proposed Change	30.1 Flight Coordination	30.1.1 The Chief Judge will coordinate with the Starter to launch aircraft according to the Order of Flight. 30.1.2 (new) The Chief Judge shall coordinate access to holding areas and the Aerobatic Box as needed to support a safe and efficient contest. Clarification: This includes clearing pilots into the holding area and Aerobatic Box when safe to do so, and providing traffic conflict advisories if necessary. 30.1.3 (was 30.1.2) The Chief Judge will communicate by radio with pilots, granting them permission to enter the Aerobatic Box confirm the next pilot's identity by radio. 30.1.4 The Chief Judge shall not offer unsolicited advice to pilots. Clarification: The Chief Judge is free to answer basic questions from the pilot including but not limited to: • the program they are expected to fly. • any special box or airport procedures • the Official Wind Direction.
Proposer Rationale		This change fleshes out a bit how Chief Judges should communicate with pilots by radio. The previous rule was vague. This rule change also lists access to holding areas as one of the Chief Judges responsibilities. They can always delegate it to an assistant per rule 11.6.2 (Chief Judge Assistants), but currently we aren't assigning responsibility for holds to any contest official. The change also moves to avoid placing liability on a Chief Judges toward traffic avoidance that every Pilot in Command is responsible for per the FARs.

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-12	Synopsis	Clarify and Condense Penalties																								
Current Affected Rule(s)	13 Penalties 13.1 Failure to Prepare 13.1.1 This rulebook will occasionally prescribe penalties for specific situations where a competitor is not ready or otherwise fails to prepare themselves as demanded by the contest schedule or rules. This penalty depends on category as follows: <table><thead><tr><th>Category</th><th>Penalty</th></tr></thead><tbody><tr><td>a) Primary</td><td>10 points</td></tr><tr><td>b) Sportsman</td><td>25 points</td></tr><tr><td>c) Intermediate</td><td>50 points</td></tr><tr><td>d) Advanced</td><td>75 points</td></tr><tr><td>e) Unlimited</td><td>100 points</td></tr></tbody></table> 13.2 Boundary Infringement Penalties 13.3 Interruption, Signaling and Other Box Procedure Penalties 13.3.1 The penalties for an Interruption, Improper Program Start, Improper Restart, and Illegal Safety Check are: <table><thead><tr><th>Category</th><th>Penalty</th></tr></thead><tbody><tr><td>a) Primary</td><td>5 points</td></tr><tr><td>b) Sportsman</td><td>5 points</td></tr><tr><td>c) Intermediate</td><td>15 points</td></tr><tr><td>d) Advanced</td><td>50 points</td></tr><tr><td>e) Unlimited</td><td>90 points</td></tr></tbody></table> 13.4 Jury Penalties 13.5 Altitude Limit Infringement Penalties 		Category	Penalty	a) Primary	10 points	b) Sportsman	25 points	c) Intermediate	50 points	d) Advanced	75 points	e) Unlimited	100 points	Category	Penalty	a) Primary	5 points	b) Sportsman	5 points	c) Intermediate	15 points	d) Advanced	50 points	e) Unlimited	90 points
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Proposed Change	13 Penalties (Delete entire existing 13.1 and replace with new 13.1 below) 13.1 Failure to Prepare About Penalties 13.1.1 Penalties are prescribed negative point values applied to a competitor’s score for specific infractions. Clarification: Contest Officials may only apply penalties for the specific reasons given in this rule book. 13.1.2 Penalties may only be assessed by: a) the Chief Judge, for penalties associated with a specific program under their control, or b) by majority vote of the Contest Jury, for all other prescribed reasons. (Change 13.3 to) 13.3 Procedural Penalties 13.3.1 This penalty is applied for procedural infractions, including but not limited to: Interruption, Improper Program Start, Improper Restart, and Illegal Safety Check. This penalty depends on category as follows:																									

Rule Change Proposals for 2026

As Proposed For Member Comments



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Category	Penalty												
a) Primary	5 points												
b) Sportsman	5 points												
c) Intermediate	15 points												
d) Advanced	50 points												
e) Unlimited	90 points												
Proposer Rationale	Sometimes penalties are assessed beyond the intent of the rules, thus more explicit instructions prohibiting that are warranted. All contests should be executed with the same penalty criteria. The “Failure to Prepare” and “Interruptions, Signaling and Other Box Procedure Penalties” are both catch-alls for numerous infractions. The penalty values are also similar. It simplifies the rules to combine them into one “Procedural Penalties” category. The rule book should explicitly state that the Scorer must enter penalties along with the grades into the scoring software.												

Rule Change Proposals for 2026

As Proposed For Member Comments

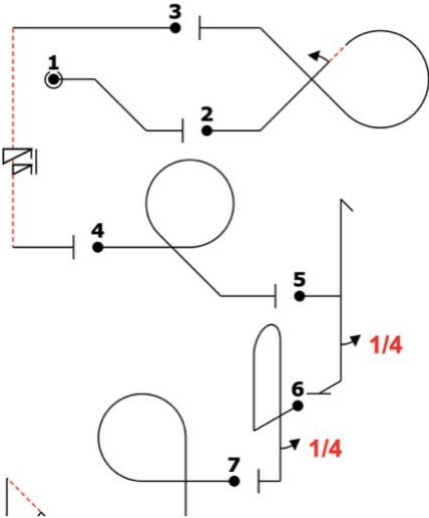


2026-13	Synopsis	Limit Number of Glider Tows
Current Affected Rule(s)	<i>(None)</i>	
Proposed Change	<i>(New)</i> 34.15.4 For each competition sequence, a glider will be allowed only one re-tow back to altitude as a result of the pilot taking an explicit interruption. Gliders do not have an engine to regain altitude and thermals may not be present to assist in regaining altitude.	
Proposer Rationale	During the 2025 Estrella Classic Glider aerobatic competition, there was a situation in which the glider took an explicit interruption due to being close to the bottom of the box. The glider pilot chose to come in and land and not fly the rest of the sequence. Power pilots have the capability to take multiple explicit breaks and easily climb back to altitude. Glider pilots are much more limited and may need a new tow to get back to altitude. The amount of time it takes a glider to get a tow back to altitude is much greater than powered aircraft and would slow down the contest. Therefore, glider pilots should have a limited on the number of re-tows. I am proposing to grant glider pilots one re-tow per competition sequence due to the pilot taking an explicit interruption. If the chief judge directs a glider pilot to stop flying the sequence for safety reasons, any resulting re-tow will not count towards the one re-tow per sequence rule.	

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-14	Synopsis	Change Glider 30° lines to 45°
Current Affected Rule(s)	34.20.1 45 degree Lines 34.20.1.1 In the case of gliders competing in Primary, Sportsman and Intermediate Glider or Power categories, all of the lines discussed in this section as 45 degree lines will be flown and judged as lines that are 60 degrees from the vertical attitude (30 degree lines).	
Proposed Change	<i>(Delete 34.20.1 in its entirety)</i> <i>(Renumber subsequent 34.20 rules)</i>	
Proposer Rationale	Using intermediate as the main rationale as it is the one I have been flying. I am requesting this change is for a few reasons. One first and foremost is that in the known sequence for Intermediate 2025 has figure 5 & 6 with a 1/4 roll on the downline. So using 30 degree lines to negate the risk of over speeding or "loosing" full control on figure 1 at 30 degrees down is a bit of a non argument as the competitors are being asked to roll on a vertical down line twice whilst remembering orientation changes in figures afterwards? Also the P loop on figure 7.  Another reason would be that, we have usually found here in the UK. Pilots who do intermediate are serious about the sport and will most likely go on to compete in Advanced/Unlimited and even at WGAC. So teaching the "up and coming" talent to be shallow consistently seems detrimental? As it's harder to unlearn something than learn. Also energy management could have to be relearned for the Up line figures. Also aircraft limitations are not really a justifying factor for 30 degree lines in Intermediate sequences as all competitors are in MDM FOX, DG1000, Swift, SZD59 (All Advanced Gliders +). I understand it might be left open to be inclusive to people who can't afford these types. But not many other types of gliders can do 1/4 down and not exceed VNE. 1/4 down is not that fun in K21 or Perkoz, if you get it even slightly	

Rule Change Proposals for 2026

As Proposed For Member Comments



wrong, trust me! So I don't see how aircraft limitation could be a validation for the 30 degree lines.

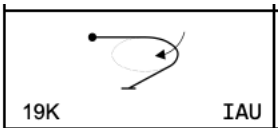
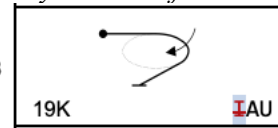
Personally I also found 30 degrees rather hard to judge from inside the cockpit compared to 45 degrees. I found studies online that show when it comes to judging angles like 30 or 45 degrees, the brain is generally better at estimating angles near 45 degrees, as these are more aligned with natural visual patterns and environmental distributions known by the human brain, making them easier to judge, probably for both pilots and judges!

I would also like to state that changing Primary and Sportsman in this regard should be simple because there is no Unknown program. Also would like it stated that for the last 3 years plus only FOX DG1000 SZD59 have been used in Primary and Sports at nationals, relating to my aircraft limitations point above.

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-15	Synopsis	Delete Rolling Turns as an Allowed Glider Intermediate Unknown Figure
Current Affected Rule(s)	37.3 Allowable Figures for Glider Unknowns 37.3.4 Family 2 – Turns and Rolling Turns 2.1.3	
Proposed Change	37.3 Allowable Figures for Glider Unknowns 37.3.4 Family 2 – Turns and Rolling Turns <i>(Delete Footnote “I” annotation for 2.3.1, the only Rolling Turn currently allowed for Glider Intermediate Unknowns)</i> 2.1.3	
Proposer Rationale	Rollers in gliders are more appropriate as an Advanced Unknown figure.	

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-16	Synopsis	Retention of Contest Records
Current Affected Rule(s)		32.10 Contest Records 32.10.1 The Contest Director will submit to the IAC: a) Official Contest Results, including all files from the IAC scoring software. b) A copy of all protests and Contest Jury decisions. c) Copies of Aircraft Review Forms and Pilot document Review Forms for all competitors. 32.10.2 The Contest Director will retain all contest paperwork until Official Results and Final Standings are posted and the Protest Period has expired. 32.10.3 The Contest Director will retain the applications for entry into the contest for a period of one year.
Proposed Change		32.10 Contest Records 32.10.1 The Contest Director will submit to the IAC: a) Official Contest Results, including all files from the IAC scoring software. b) A copy of all protests and Contest Jury decisions. c) Copies of Aircraft Review Forms and Pilot document Review Forms for all competitors. 32.10.2 The Contest Director will retain all contest paperwork until Official Results and Final Standings are posted and the Protest Period has expired. (Delete) 32.10.3 The Contest Director will retain the applications for entry into the contest for a period of one year.
Proposer Rationale		The "Contest Completion Certification" that is printed out with the final scores and is sent to IAC HQ along with the check for the sanction fee states "all waivers, all entry forms, and all tech inspection forms will be sent to IAC HQ". Since HQ will have a copy of all entry forms, it seems like a waste of time and paper for the CD to have to make a copy of every entry form.

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-17	Synopsis	Eliminate Square/Octagon Loop Final Line Criteria
Current Affected Rule(s)		26.1 Grading of Figures 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. 28 Family-Specific Grading Criteria 28.12 Family 7.4.3 – 7.4.6 – Square, Diamond, and Octagon Loops 28.12.1 The normal criteria for horizontal lines, vertical lines, 45 degree lines, and radii apply. 28.12.2 All lines must be the same length as the first line. If they are not of equal length, deduct according to Variations in Line Length. Clarification: Square and Octagon loops end when the length of the final horizontal line equals the length of the first line or when the next figure starts, whichever occurs first. If any final line is seen, regardless of length, the No Line Between Figures downgrade does not apply. Example: If no final line is seen before initiating the next figure, a four (4) point deduction applies to the loop according to Variations in Line Length with a further downgrade of one (1) point on the subsequent figure for No Line Between Figures. 28.12.3 All corners must have matching radii.
Proposed Change		26.1 Grading of Figures 26.1.9 The grading of each figure begins upon departure from horizontal flight and ends upon resumption of horizontal flight. (Delete the Exception) 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. 28 Family-Specific Grading Criteria 28.12 Family 7.4.3 – 7.4.6 – Square, Diamond, and Octagon Loops 28.12.1 The normal criteria for horizontal lines, vertical lines, 45 degree lines, and radii apply. 28.12.2 All Interior Lines must be have the same length as the first line. If they are not of equal length, deduct according to Variations in Line Length. Clarification: Like all figures, Square and Octagon Loops end when the aircraft returns to wings-level horizontal flight.

Rule Change Proposals for 2026

As Proposed For Member Comments



	(Delete the Clarification) Clarification: Square and Octagon loops end when the length of the final horizontal line equals the length of the first line or when the next figure starts, whichever occurs first. If any final line is seen, regardless of length, the No Line Between Figures downgrade does not apply. (Delete the Example) Example: If no final line is seen before initiating the next figure, a four (4) point deduction applies to the loop according to Variations in Line Length with a further downgrade of one (1) point on the subsequent figure for No Line Between Figures. 28.12.3 All corners must have matching radii.
Proposer Rationale	Background: Rule 28.12.2 states Square or Octagon Loops do not end until their final line is at least as long as the first line, whereas the "missing line" and "no line between" downgrades apply only if the final line is missing altogether. Thus, the final line can be missing or too short, but not too long. - These criteria are the sole exception to Rule 26.1.9 ("grading ... ends upon resumption of horizontal flight"). - On the written exams, over 60% of judges answer questions about these criteria incorrectly even though they are directly addressed in Judges School. This is strong evidence that the exceptions are difficult to remember, let alone apply correctly in a contest environment. - Eliminating this exception simplifies the rules, makes the judges' lives easier, and should lead to more consistent scores for those figures. - These criteria are little help in ranking the pilots because the final horizontal line is so easy to fly.

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-18	Synopsis	Harmonize Rolling Turn Deductions
Current Affected Rule(s)	28 Family-Specific Grading Criteria 28.6 Family 2 - Rolling Turns 28.6.5 There must be a constant rate of roll. Deduct for each variation. 28.6.6 If the rate of roll stops (aside from any brief pause when changing roll directions), deduct one (1) point. 	
Proposed Change	28 Family-Specific Grading Criteria 28.6 Family 2 - Rolling Turns 28.6.5 There must be a constant rate of roll. Deduct for each variation or stoppage. (Delete) 28.6.6 If the rate of roll stops (aside from any brief pause when changing roll directions), deduct one (1) point. 	
Proposer Rationale		Starting in 2025, the words "deduct no more than one (1) point per variation" were removed from Rule 28.6.5. This means that judges should deduct an amount proportional to the error under Rule 27.7.1. However, Rule 28.6.6 was unchanged, mandating a 1-point deduction for a complete stoppage of the rolling motion. This means that a variation in the roll rate could be penalized more heavily than a complete stoppage. In addition, the penalty for a roll stoppage is fixed regardless of duration. Adding roll stoppage to Rule 28.6.5 allows judges to award proportional downgrades for both types of error.

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-19	Synopsis	Clarify Deductions Under the 1-in-5 Rule
Current Affected Rule(s)	27 Basic Criteria for Judging Aerobatic Figures 27.6 Deducting for Errors in Angle: The One Point for Every 5 Degrees Rule 27.6.1 For all errors in angle the judge shall deduct 0.5 points for every 2.5 degrees of rotation. For ease of memorization, this is restated as: One point for every 5 degrees.	
Proposed Change	27 Basic Criteria for Judging Aerobatic Figures 27.6 Deducting for Errors in Angle: The One Point for Every 5 Degrees Rule 27.6.1 For all errors in angle the judge shall deduct 0.5 points for every 2.5 degrees of rotation. For ease of memorization, this is restated as: One point for every 5 degrees. Clarification: Any perceptible error up to 2.5 degrees should receive a deduction of 0.5 points, errors greater than 2.5 degrees but less than 5 degrees should receive a deduction of 1.0 points, and so on.	
Proposer Rationale	This change does not change the standard that asks Judges to estimate angles to within 2.5 degrees. It also does not change the one point for every 5 degree rule. It merely clarifies when no deduction becomes 0.5, 0.5 becomes 1.0, etc. The rule is restated for simplicity and the redundant last sentence is deleted. Rule 27.6.1 currently states: "For all errors in angle the judge shall deduct 0.5 points for every 2.5 degrees of rotation." It does not indicate whether judges should deduct for imperfections of less than 2.5 degrees vs deducting only if the error is at least 2.5 degrees. Rule 26.1.1 states: "Grading Judges must ... assess the quality of every figure against the standard of perfection". Rule 26.1.3 states: "A grade of ten (10.0) represents a perfect figure in which the judge saw no deviations from the prescribed criteria." This implies that judges should downgrade for any perceptible angular error.	

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-20	Synopsis	Distinguish “Reasonable” “Horizontal” vs. “45 Degree” Glider Lines
Current Affected Rule(s)	34.20 Grading Glider Performances 34.20.2 Figure Entry and Exit	34.20.2.1 In Glider flights, the lines marking the entry into and exit from a maneuver can be at any reasonable constant angle and need not be the same, provided the angles do not violate the basic form of the figure. Any change to the flight path between figures shall be penalized one point per five (5) degrees. Example: If a pilot is about to fly a loop, which requires only a moderate velocity, followed by a hammerhead with a quarter-roll on the up line, which requires a high velocity, a judge can expect a much steeper attitude on the line marking the loop’s exit than on the line marking the entry to the loop.
Proposed Change	34.20 Grading Glider Performances 34.20.2 Figure Entry and Exit	34.20.2.1 In Glider flights, the lines marking the entry into and exit from a maneuver can be at any reasonable constant angle and need not be the same, provided the angles do not violate the basic form of the figure. Any change to the flight path between figures shall be penalized one point per five (5) degrees. Clarification: An angle is "reasonable" if, in the opinion of the judge, the figures flown are identifiable and there is an observed change of vertical flight path between any "horizontal" line and any connecting "45 degree" line. Example: If a pilot is about to fly a loop, which requires only a moderate velocity, followed by a hammerhead with a quarter-roll on the up line, which requires a high velocity, a judge can expect a much steeper attitude on the line marking the loop’s exit than on the line marking the entry to the loop. <i>(new)</i> 34.20.2.2 There must be a visible change of angle between any "horizontal" line and any connecting "45 degree" line. If no change in angle is seen, mark the figure HZ.
Proposer Rationale		The word "reasonable" creates a lot of room for judges to disagree with competitors. The added clarification provides better guidance for Judges when applying this glider exception to horizontal lines. With gliders, a steep "horizontal" line must be not be confused with a “45 degree” line that in some categories may actually be 30 degrees. This change thus requires a visible change be observed so that the basic character of the figure is maintained. No specific angle change is mandated so as to allow glider pilots to safely compete through a

Rule Change Proposals for 2026

As Proposed For Member Comments



	sequence. As with any performance, if the basic character is not seen then the grade should be an HZ for that figure.
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Rule Change Proposals for 2026

As Proposed For Member Comments



2026-21	Synopsis	Clarify Deduction for No Horizontal Line Between Figures
Current Affected Rule(s)		27 Basic Criteria for Judging Aerobatic Figures 27.5 Horizontal Lines 27.5.1 Horizontal lines are to be flown at a constant altitude and judged on flight path, not attitude. Clarification: The attitude required to maintain level flight varies with aircraft type and airspeed. 27.5.2 The aircraft's heading must remain parallel to the X or Y axis.
Proposed Change		27 Basic Criteria for Judging Aerobatic Figures 27.5 Horizontal Lines 27.5.1 Horizontal lines are to be flown at a constant altitude and judged on flight path, not attitude. Clarification: The attitude required to maintain level flight varies with aircraft type and airspeed. 27.5.2 The aircraft's heading must remain parallel to the X or Y axis. <i>(new)</i> 27.5.3 If a Horizontal Line is not maintained between figures, the Grading Judge shall apply the deduction from the next figure flown.
Proposer Rationale		This change clarifies where a deduction is to be applied when a Horizontal Line is not flown correctly between figures. The clarification helps to ensure consistent grades are given for errors. The change reflects the rule before the refactoring process.

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-22	Synopsis	Snaps In Competition Turns
Current Affected Rule(s)	<i>(none)</i>	
Proposed Change	28.5 Family 2 - Competition Turns <i>(new) 26.5.6 If the angle of bank changes during the turn as a result of Snap Roll Autorotation, mark the figure HZ.</i>	
Proposer Rationale	The grading criteria for Competition Turns does not clearly address what penalty should apply for snap roll autorotation should it occur. This is inconsistent with the grading criteria for Rolling Turns. The inconsistency leads to interpretive application by grading judges. This rule proposal adds an HZ penalty for snap roll autorotation in a Competition Turn. The only rule book grading criteria related to intra-turn bank angle changes for a Competition Turn is: "28.5.3 If there is any change to the established angle of bank, deduct one (1) point for every five (5) degrees". There is no reference in the Competition Turn section as to whether such bank angle change is caused by aileron or autorotation (snap characteristic). We repeatedly see Sportsman and Intermediate competitors, in their zeal to fly aggressively, have partial snap rolls (greater than 20 degrees, less than 90 degrees), in the middle of competition turns. The competition turn guidance differs from the rolling turn guidance with respect to this incorrect aerobatic element in the figure, which is illogical. 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. 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	

Rule Change Proposals for 2026

As Proposed For Member Comments



	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. Comments to this proposal in a previous year included comments to the effect of “if it was bad enough to be an HZ the judges would be applying a large deduction anyway” - that is farcical, most judges apply a 1 or 2 point deduction for a “bobble” for this error. Regardless, consider the case of a 25 degree “bobble” - that’s 5 points for a score of 5, a far cry from a zero.
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Rule Change Proposals for 2026

As Proposed For Member Comments



2026-23	Synopsis	Penalty for Competitor Avoidance of Volunteer Duties
Current Affected Rule(s)	<i>(none)</i>	
Proposed Change	2 Contest Staff 2.2 Volunteer Coordinator 2.2.1 A Volunteer Coordinator may be appointed at the discretion of the Contest Director to fill staff positions and coordinate volunteer assignments during the contest. The Volunteer Coordinator will: a) Obtain commitments from volunteers to serve in all positions under the guidance of the Contest Director. b) Maintain a list of all volunteers for the Contest Director, Chief Judge(s), and other officials as necessary. c) Coordinate with judges, assistants, and other volunteers in preparation for each category change to minimize time loss during changes from one category to the next. <i>(new) d) If a competitor refuses to perform a role assigned by the volunteer coordinator, or fails to be present for roles assigned, the competitor will be assigned a Failure to Prepare Penalty on the next competition flight.</i>	
Proposer Rationale	Aerobatic competitions require volunteers for many roles. Most competitions cannot be held without competitors volunteering for roles during categories they do not fly. Some competitors avoid volunteering or simply do not show up for roles they have been assigned. This severely hampers contest administration and also gives the offending competitors an advantage over other competitors who have less time to prepare and are exposed to weather elements while volunteering. These offending competitors know they can do this with impunity because there is no penalty We simply must have a way to motivate competitors to perform volunteer activities at contests.	

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-24	Synopsis	Clarify When Grading of Figure 1 Starts
Current Affected Rule(s)	14.4.5 A competitor may make, without penalty, lateral and vertical adjustments to their position prior to beginning their Performance. 26.1.9 The grading of each figure begins upon departure from horizontal flight and ends upon resumption of horizontal flight.	
Proposed Change	14.4.5 A competitor may make, without penalty, lateral and vertical adjustments to their position prior to beginning their Performance. Grading for figure 1 begins once the competitor initially reaches wings level in level flight following signaling. 26.1.9 The grading of each figure begins upon departure from horizontal flight and ends upon resumption of horizontal flight.	
Proposer Rationale		Rule 14.4.5 is unclear as to whether it applies before or after wing wags and before or after level flight following wing wags. Grading should begin when the aircraft is wings level in level flight. Changes in aircraft attitude or flight path after wings level, level flight should be considered part of the graded figure 1. In one example this season a competitor wagged in level flight, subsequently dove at a 45 degree angle 300+ feet to gain airspeed, briefly (VERY briefly) leveled, then pulled to a 45 degree climbing line. The judge marks were very disparate on this, from no penalty to a 6 point penalty, to a HZ. The current 14.4.5 adds unnecessary confusion about when grading for figure 1 begins.

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-25	Synopsis	Clarify Four Minute Freestyle “Pleasing and Continuous Flow” Grading
Current Affected Rule(s)		35.13.1 The Pleasing and Continuous Flow of Figures The figures should be flown in a continuous manner with only brief pauses between figures to demonstrate control. Deduct points if there is any period of level flight, a prolonged period of inactivity, or repositioning of the aircraft to regain orientation between figures.
Proposed Change		35.13.1 The Pleasing and Continuous Flow of Figures The figures should be flown in a continuous manner with only brief pauses between figures to demonstrate control. Deduct points if there is any a prolonged period of level flight, a prolonged period of inactivity, or repositioning of the aircraft to regain orientation between figures.
Proposer Rationale		Rule 35.13.1 can be read to require constantly looping figures with no (brief) pause between. Some pleasing freestyle figures have level lines (albeit brief), and a level line between figures or elements can add appropriate cadence. Removes uncertainty about whether a deduction should apply if there is any level flight in the sequence.

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-26 (Post-Nationals)	Synopsis	Define Interruption Directed by Chief Judge & How to Proceed
Current Affected Rule(s)		15.1 Explicit Interruptions 15.1.1 An Explicit Interruption is a break in the Performance following Signaling by the pilot. 15.1.2 The Chief Judge shall assess an Interruption Penalty for each Explicit Interruption. 15.2.1 An Implicit Interruption is any one, or a combination of: 15.2.2 Implicit Interruptions are penalized as if they were Explicit Interruptions. They are not treated as added figures. 15.2.3 Signaling to resume the Performance following an implicit interruption is not mandatory.
Proposed Change		15.1 Explicit Interruptions 15.1.1 An Explicit Interruption is a break in the Performance following Signaling by the pilot. 15.1.2 The Chief Judge shall assess an Interruption Penalty for each Explicit Interruption. 15.2.1 An Implicit Interruption is any one, or a combination of: 15.2.2 Implicit Interruptions are penalized as if they were Explicit Interruptions. They are not treated as added figures. 15.2.3 Signaling to resume the Performance following an implicit interruption is not mandatory. 15.2.3 (new) A Chief Judge Interruption is a break in the Competitor's Performance directed by the Chief Judge in order to ensure safety with respect to air traffic, weather, or other hazardous condition. 15.2.3.1 (new) The Chief Judge will provide instructions to the Competitor with respect to aborting the flight to land or resuming the Performance. If the Performance is to be resumed, the Chief Judge shall communicate to the Competitor which figure where grading will be resumed, as determined by the concurrence of the Grading Judges. 15.2.3.2 (new) No penalty shall be assessed for a Chief Judge Interruption. 15.2.3.3 (new) Signaling to resume the Performance following a Chief Judge Interruption is not mandatory.
Proposer Rationale		This issue came up at the 2025 Nationals and should be addressed in next year's rule book. Despite occasionally done for safety concerns (typically, conflicting traffic), there is no rule explicitly allowing a Chief Judge to interrupt a Performance unless related to an emergency Competitor disqualification. Further, the rules do not explain how to

Rule Change Proposals for 2026

As Proposed For Member Comments



	resume once the issue is resolved. This change defines this type of interruption and how to handle resumption of the Performance. Since most such interruptions are not related to the Competitor's actions, there is no penalty applied. Since the interruption is not caused by the Competitor, there is no need to signal restart or follow other restart rules. It would be unfair to penalize the pilot for a restart error for an interruption out of the Competitor's control.
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Rule Change Proposals for 2026

As Proposed For Member Comments



2026-27 (Post-Nationals)	Synopsis	Clarify How to Handle Interruptions Called by Chief Judge Due to Flying Safety
Current Affected Rule(s)	30.5 Emergency Competitor Disqualification 30.5.1 The Chief Judge may call an end to a flight for any competitor at any time for unsafe flying. 30.5.2 The Chief Judge may disqualify a competitor for unsafe flying if a majority of the Grading Judges agree.	
Proposed Change	30.5 Emergency Competitor Disqualification 30.5.1 The Chief Judge may call an end to a flight for any competitor at any time for unsafe flying. 30.5.2 (new) The Contest Jury shall consider assessment of a Jury Penalty when the Chief Judge has directed the emergency end of a flight. If the Contest Jury determines that the Competitor will be given the opportunity to re-fly the Program, the Reflight After an Abort rules shall apply. 30.5.3 (renumbered) The Chief Judge may disqualify a competitor for unsafe flying if a majority of the Grading Judges agree.	
Proposer Rationale	This issue came up at the 2025 Nationals and should be addressed in next year's rule book. Although a rare situation, the rules do not explain how to handle unsafe flight aborts directed by the Chief Judge. Further, the rules do not explain how to resume such a flight should the Contest Jury find that the Competitor should be allowed to continue.	

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-28 (Post-Nationals)	Synopsis	Clarify How to Handle Interruptions Called by Chief Judge Due to Flying Safety
Current Affected Rule(s)	30 Chief Judge Responsibilities 30.1 Flight Coordination 30.1.1 The Chief Judge will coordinate with the Starter to launch aircraft according to the Order of Flight. 30.1.2 The Chief Judge will communicate by radio with pilots, granting them permission to enter the Aerobatic Box.	
Proposed Change	30 Chief Judge Responsibilities 30.1 Flight Coordination 30.1.1 The Chief Judge will coordinate with the Starter to launch aircraft according to the Order of Flight. 30.1.2 The Chief Judge will communicate by radio with pilots, granting them permission to enter the Aerobatic Box. 30.1.3 (new) The chief judge calls “Break, Break, Break” on the box frequency radio to get the pilot to stop flying aerobatic and return to straight and level flight. If the chief judge makes this call to prevent the competitor from dangerous, reckless, or “low, low” flying, the chief judge will inform the grading judges he paused the flight and will follow the IAC rule 18 “Reflight After an Abort”. After the re-flight is completed, the chief judge shall review the competitors for any low or reckless calls and note the appropriate penalty.	
Proposer Rationale	The intent is to have a uniform response every chief judge on the course of action to take when this occurs. The current rule book does not provide clear and concise guidance.	

Rule Change Proposals for 2026

As Proposed For Member Comments

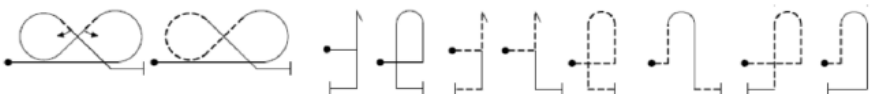
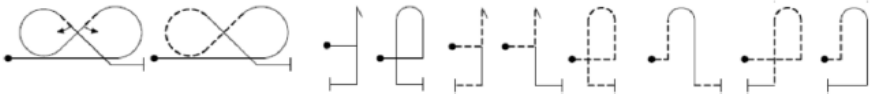


2026-29 (Post-Nationals)	Synopsis	Specify How to Grade Presentation on a Reflight After an Abort
Current Affected Rule(s)		18 Reflight After an Abort 18.1.1 In any case where a competitor has departed, aborted, and returned to the airfield for landing, the Chief Judge will schedule a Reflight as soon as possible. 18.1.2 The pilot must re-fly their Performance from the beginning. 18.1.3 Judging and grading will commence following the last graded figure. 18.1.4 Any Interruptions which occur in the re-flown Performance, whether before or after the first gradable figure, will be penalized in the normal manner.
Proposed Change		18 Reflight After an Abort 18.1.1 In any case where a competitor has departed, aborted, and returned to the airfield for landing, the Chief Judge will schedule a Reflight as soon as possible. 18.1.2 The pilot must re-fly their Performance from the beginning. 18.1.3 Judging and grading will commence following the last graded figure. 18.1.4 Any Interruptions which occur in the re-flown Performance, whether before or after the first gradable figure, will be penalized in the normal manner. 18.1.5 (new) Grading Judges shall assess the Presentation Grade for a Reflight based on all the graded figures, both prior to and during the Reflight. A Presentation Grade given prior to the Reflight may be revised as determined by the Grading Judge.
Proposer Rationale		This issue came up at the 2025 Nationals and should be addressed in next year's rule book. The rule book does not address how to handle the Presentation Grade for a Performance where a Reflight was conducted. This explicitly directs them to consider all the graded figures for the full Performance.

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-30 (Post-Nationals)	Synopsis	Change “Alternatively” to “Additionally” for Safety Figures
Current Affected Rule(s)		14.3 Safety Checks 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. 14.3.2 The competitor may apply additional brief g-loading in either/both upright or inverted flight. 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.  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.
Proposed Change		14.3 Safety Checks 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. 14.3.2 The competitor may apply additional brief g-loading in either/both upright or inverted flight. 14.3.3 Alternatively Additionally, competitors in the Advanced and Unlimited categories may have the option to perform no more than two horizontal-flight half-rolls plus one of the figures depicted below. This figure 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.  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.

Rule Change Proposals for 2026

As Proposed For Member Comments



Proposer Rationale	Several years ago the Board moved the “safety figures” for Advanced and Unlimited from the Nationals P&P to the Rulebook. This move, along with disparate Chief Judge commentary in briefings has led to confusion among competitors about what is allowed. This confusion largely relates with whether half rolls are allowed “on base” when a safety figure is also flown, particularly since 14.3 says “any number of Safety Checks”. There is absolutely increase in the time required from a competitor performing half rolls “on base” as well as before or after a Safety Figure. This confusion can be solved by simply changing the word “Alternatively” to “Additionally”. I also recommend a couple of simplifying editorial changes. The result of these changes would logically allow half rolls both “on base” as well as in the box before or after the Safety Figure, since 14.3 says “any number of...”. Years of experience at CIVA contests has shown this practice to increase pilot safety and cause NO delay to contest administration beyond the inclusion of a Safety figure alone (which is extremely important to safety in Advanced and Unlimited flying with high negative G).
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Rule Change Proposals for 2026

As Proposed For Member Comments



2026-31 (Post-Nationals)	Synopsis	Clarify Penalty Process for Program Briefing Late Arrival
Current Affected Rule(s)		25 Program Briefing 25.1.1 Program Briefings are mandatory for all contest officials and competitors. 25.1.2 Notification of time and place will be given in advance. 25.1.3 The briefing will be officiated by the Chief Judge(s) or their representative. 25.1.4 Program Briefings may be given for each Program individually or combined into a daily briefing. 25.1.5 The briefing will include, at a minimum: 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.
Proposed Change		25 Program Briefing 25.1.1 Program Briefings are mandatory for all contest officials and competitors. 25.1.2 Notification of time and place will be given in advance. 25.1.3 The briefing will be officiated by the Chief Judge(s) or their representative. 25.1.4 Program Briefings may be given for each Program individually or combined into a daily briefing. 25.1.5 The briefing will include, at a minimum: 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. During or at the conclusion of the briefing, the tardy Competitor will be notified of the penalty amount and directed as to how to pay the fee. ii. (new) A special individual briefing will be given to a late roll call Competitor for the portion of the briefing missed. iii. (renumbered) If the special briefing late roll call fee has not been paid by the time the competitor flies, the Chief Judge will assess a Failure to Prepare Penalty. iv. (renumbered) The Contest Jury has the right to waive penalties if missing roll call was due to circumstances beyond the competitor's control.

Rule Change Proposals for 2026

As Proposed For Member Comments



	v. (renumbered) Any Late Arrivals authorized by the Contest Director will be disclosed.
Proposer Rationale	This issue came up at the 2025 Nationals and should be addressed in next year's rule book. The current rule implies that the \$50 late penalty is to provide a special individual briefing, but if the Competitor is only a little late a special briefing can very short or not needed at all. Since the penalty is to encourage timely attendance, the implied special briefing reference should be eliminated. Further, if a special individual briefing is necessary, it should be tailored to the portions actually missed by the tardiness. Secondly, the Competitor should be notified when this penalty is going to be assessed so that they know whom to pay the fee. This also affords the Competitor an opportunity to attempt to get the fee waived, should that be appropriate as determined by the Contest Jury.

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-32 (Post-Nationals)	Synopsis	Clarify That Payment of a Roll Call Penalty is the Responsibility of the Competitor
Current Affected Rule(s)		25 Program Briefing 25.1.1 Program Briefings are mandatory for all contest officials and competitors. 25.1.2 Notification of time and place will be given in advance. 25.1.3 The briefing will be officiated by the Chief Judge(s) or their representative. 25.1.4 Program Briefings may be given for each Program individually or combined into a daily briefing. 25.1.5 The briefing will include, at a minimum: 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.
Proposed Change		25 Program Briefing 25.1.1 Program Briefings are mandatory for all contest officials and competitors. 25.1.2 Notification of time and place will be given in advance. 25.1.3 The briefing will be officiated by the Chief Judge(s) or their representative. 25.1.4 Program Briefings may be given for each Program individually or combined into a daily briefing. 25.1.5 The briefing will include, at a minimum: 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. <i>(new)</i> Payment of the \$50 is the responsibility of the competitor and shall be made to the Contest Director, any member of the Jury, or the Contest Registrar. iii. <i>(renumbered)</i> 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. iv. <i>(renumbered)</i> The Contest Jury has the right to waive penalties if missing roll call was due to circumstances beyond the competitor's control.

Rule Change Proposals for 2026

As Proposed For Member Comments



	v. (renumbered) Any Late Arrivals authorized by the Contest Director will be disclosed.
Proposer Rationale	Rule 25.1.5 is clear pilots must answer roll call in person or pay \$50 prior to the flight. At the 2025 Nationals the Jury waived this penalty for a competitor who admittedly missed roll call, stating in a protest decision the competitor “was not asked to pay”. Ensuring the payment is made before flight should be the responsibility of the competitor, no different that following any other rule. It is simple, hand \$50 to a contest official. IAC has precedent for this very situation – Rob Holland was assessed a penalty in 2008 for not paying before his flight. Some might say the rules are clear and don’t need modification, yet the 2025 Jury did not seem to see that clarity. I propose a rule change to make it unquestionable as to whose responsibility it is to make the payment.

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-33 (Post-Nationals)	Synopsis	Only Penalty for Program Briefing Late Arrival is Points
Current Affected Rule(s)		25 Program Briefing 25.1.1 Program Briefings are mandatory for all contest officials and competitors. 25.1.2 Notification of time and place will be given in advance. 25.1.3 The briefing will be officiated by the Chief Judge(s) or their representative. 25.1.4 Program Briefings may be given for each Program individually or combined into a daily briefing. 25.1.5 The briefing will include, at a minimum: 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.
Proposed Change		25 Program Briefing 25.1.1 Program Briefings are mandatory for all contest officials and competitors. 25.1.2 Notification of time and place will be given in advance. 25.1.3 The briefing will be officiated by the Chief Judge(s) or their representative. 25.1.4 Program Briefings may be given for each Program individually or combined into a daily briefing. 25.1.5 The briefing will include, at a minimum: a) Roll call and Order of Flight. i. Pilots Competitors must answer roll call in person. Competitors who miss roll call, without prior Contest Director Late Arrival permission, shall be assessed a Failure to Prepare penalty. charged \$50 to receive a special individual briefing. ii. If the The Chief Judge, or contest personnel designated by the Chief Judge, shall provide the competitor a special briefing fee has not been paid by the time before 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 the penalty due to circumstances beyond the competitor's control. iv. Any Late Arrivals authorized by the Contest Director will be disclosed.

Rule Change Proposals for 2026

As Proposed For Member Comments



Proposer Rationale	I think we should further simplify this and just get rid of the monetary aspect entirely. Make it the same as any other violation - you violate you get a penalty. No different than wing wags or low calls. No need to notify or invoice or go the ATM. No need to put a time frame on it and further complicate things with flight and volunteer responsibility conflicts.
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Rule Change Proposals for 2026

As Proposed For Member Comments



2026-34 (Post-Nationals)	Synopsis	Define Time Limit to Pay Penalty for Program Briefing Late Arrival
Current Affected Rule(s)		25 Program Briefing 25.1.1 Program Briefings are mandatory for all contest officials and competitors. 25.1.2 Notification of time and place will be given in advance. 25.1.3 The briefing will be officiated by the Chief Judge(s) or their representative. 25.1.4 Program Briefings may be given for each Program individually or combined into a daily briefing. 25.1.5 The briefing will include, at a minimum: 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.
Proposed Change		25 Program Briefing 25.1.1 Program Briefings are mandatory for all contest officials and competitors. 25.1.2 Notification of time and place will be given in advance. 25.1.3 The briefing will be officiated by the Chief Judge(s) or their representative. 25.1.4 Program Briefings may be given for each Program individually or combined into a daily briefing. 25.1.5 The briefing will include, at a minimum: 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 within two hours of its demand 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.
Proposer Rationale		In general when someone is in trouble it is bad practice to add more trouble without some kind of interaction to explain the first trouble. So if

Rule Change Proposals for 2026

As Proposed For Member Comments



	they miss the roll call, I think it makes sense for a Contest Official to interact with them to point out that they owe \$50.
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Rule Change Proposals for 2026

As Proposed For Member Comments



2026-35 (Post-Nationals)	Synopsis	Prohibit Shutdown of Engine During 4-Minute Free Program
Current Affected Rule(s)	35 The Four Minute Freestyle	
Proposed Change	35 The Four Minute Freestyle 35.11 (new) Shutdown of Engine Prohibited 35.11.1 (new) Competitors shall be immediately disqualified if at any point during the sequence the aircraft's engine is shut down. <i>(Renumber subsequent paragraphs)</i>	
Proposer Rationale		From a liability perspective we need a simple and clear prohibition regarding shutting down the engine in the Four Minute Free Program. I don't think we will see this kind of activity in any other part of the competition, and I don't want this important change to be missed, so putting it in the Four Minute Free section seems like the best option.

Rule Change Proposals for 2026

As Proposed For Member Comments



2026-36 (Post-Nationals)	Synopsis	Specify Criteria to Allow Shutdown of Engine During 4-Minute Free Program
Current Affected Rule(s)	35 The Four Minute Freestyle 35.5 Composition 35.5.1 The selection of figures need not be made with reference to the Aresti Aerobatic Catalogue. There will be no limitation on the number of figures.	
Proposed Change	35 The Four Minute Freestyle 35.5 Composition 35.5.1 The selection of figures need not be made with reference to the Aresti Aerobatic Catalogue. There will be no limitation on the number of figures. 35.5.2 (new) For powered aircraft, any maneuver which the pilot intentionally shuts of the engine can be done if the following criteria are met: a. There is a runway within the boundaries of the aerobatic box b. The engine-out maneuver is completely flown over the runway in the box c. The maneuver must be completed before using up 35% of the length of the runway in the box.	
Proposer Rationale	When an engine on an aerobatic aircraft is turned off, we now have a very poor performing glider with a stationary propellor acting as an airbrake. If the engine does not re-start, an engine out landing will occur. Following the requirements above should allow the pilot to conduct a straight ahead engine out landing. This helps avoid any off runway landings and avoid low altitude stall spins while trying to turn back to a runway. I do not want to eliminate the maneuver, just reduce risks and make is safer to fly.	