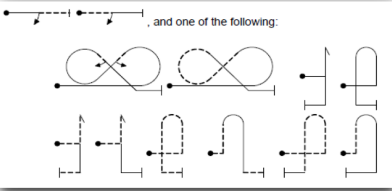


Proposal Number	Synopsis	Current Rule	Change As Proposed	Proposer Change Rationale
2022-45	Advanced & Unlimited Free Versatility (ADDED POST-NATIONALS)	23.3.1.3(i) At least one Interior Line must contain opposite Aileron or Snap Rolls (9.1 thru 9.10) not in combination with a Spin. 23.4.1.4(j) At least one Interior Line must contain opposite Aileron or Snap Rolls (9.1 thru 9.10) not in combination with a Spin. 27.9.1 All lines within a figure (Interior Lines) are preceded and followed by Looping Lines which define their length.	23.3.1.3(i) At least one figure must contain opposite Aileron or Snap Rolls (9.1 thru 9.10) not in combination with a Spin. 23.4.1.4(j) At least one figure must contain opposite Aileron or Snap Rolls (9.1 thru 9.10) not in combination with a Spin. 27.9.1 All lines within a figure (Interior Lines) are preceded and followed by Looping Lines which define their length. Clarification: An interior line is any straight line segment, other than the horizontal entry and exit lines, included in a basic Aresti figure.	The requirement for opposite rolls to be on an "interior" line was added inadvertently during refactoring. The 2019 rule book does not have an "interior line" requirement and there were no rules proposals in either 2019 or 2020 to make that change. Removing the requirement for opposite rolls to be on an interior line is thus a correction for an unintended and unapproved change. Adding a clarification to better define an "interior line" would be helpful to all in interpreting meaning when the term is used.
2022-46	Competitor Disqualification (ADDED POST-NATIONALS)	31.6.1 A competitor shall be disqualified if it is determined by the Contest Jury that the competitor has violated any of the following regulations or prohibited activities. The Contest Jury will rely and act upon the recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters. 32.7.1 In the event of a disqualification (DQ), the Scoring Director will enter total penalty points equal to 9999 for the disqualified Program(s).	31.6.1 Disqualification is when the competitor is barred from any further Performances. The jury shall warn, award penalty points to, or disqualify any competitor who has engaged in any of the following prohibited activities. The Contest Jury will rely and act upon the recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters. 32.7.1 In the event of a disqualification (DQ), the Scoring Director will enter total penalty points equal to 9999 for all Program(s).	Establishes a clear definition of what "disqualification" means. Provides the Jury with alternate penalty options should they determine a competitor has violated one of the listed activities. Depending on their assessment of the seriousness of the situation, intent and/or other factors, the Jury may warn, assign penalty points or disqualify the competitor as the Jury deems most appropriate for a particular situation..
2022-47	Competitor Disqualification (ADDED POST-NATIONALS)	31.6.1 A competitor shall be disqualified if it is determined by the Contest Jury that the competitor has violated any of the following regulations or prohibited activities. The Contest Jury will rely and act upon the recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters. (j) Reckless flying - any violation of traffic patterns, unscheduled aerobatic maneuvers, or operation of an aircraft in an unsafe manner or in such a manner that would create an unsafe situation or cast an image of recklessness on the IAC.	31.6.1 A competitor may be disqualified if it is determined by the Contest Jury that the competitor has violated any of the following regulations or prohibited activities. The Contest Jury shall make reasonable and fair judgment. Consideration shall be given to the circumstances around the event in question, the intent of the competitor as well as recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters. If the Contest Jury determines the violation to have not directly endangered the competitor or others, it may consider assessing the competitor a monetary penalty not to exceed \$250 in lieu of disqualification. (j) Reckless flying - egregious violation of traffic patterns, "showboating" type aerobatic maneuvers, or operation of an aircraft in an unsafe manner or in such a manner that would create an unsafe situation or cast an image of recklessness on the IAC.	Rule 31.6 seemed to be the "catch all" rule that the Contest Jury relied on at the U.S. Nationals for multiple disqualifications. The way the rule is currently written does not encourage or force the Contest Jury to give any reasonable consideration to the competitor or specific circumstances in question. It seems reasonable, for example, that if a competitor is witnessed consuming alcohol before flying, that competitor should be disqualified. However, it is not reasonable to classify this type of violation in the same "bucket" as a competitor having a miscommunication with the control tower or a competitor coasting into a dead prop zone. This type of draconian punishment for minor and unintentional infractions does not foster a learning or mentoring environment and arguably discourages continued and new participation in the sport. The Contest Jury should be encouraged to consider the whole of the situation and circumstances and come to reasonable conclusions with "disciplinary action" that is more aligned with the severity of the violation. This should include options other than simply disqualifying a competitor, these could include a warning and an opportunity to mentor or a monetary penalty, if not directly related to a flight. Sub-part (j) should be clarified to prevent this from being used as a "catch-all". A misunderstanding with ATC, which did not result in disruption of traffic flow or a near-miss, seems to be a minor error and a learning point. Is this something for which we want to disqualify competitors? "unscheduled aerobatic maneuver" is a broad and loose term. How is this being defined and who is defining it? Where is the line drawn? Will we begin to disqualify competitors for a 62 degree bank angle to change direction of flight before or after a sequence? It seems the intention of this part of the rule was to discourage and penalize "hot-dogging" or "showboating" from competitors outside of their Aresti flights, and needs to be updated accordingly.
2022-48	Competitor Disqualification 2-Step Process (ADDED POST-NATIONALS)	31.6.1 A competitor shall be disqualified if it is determined by the Contest Jury that the competitor has violated any of the following regulations or prohibited activities. The Contest Jury will rely and act upon the recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters. 32.7.1 In the event of a disqualification (DQ), the Scoring Director will enter total penalty points equal to 9999 for the disqualified Program(s).	31.6.1 A competitor is subject to a warning and point penalty equivalent to 10% of the points available on the flight in question, if it is determined by the Contest Jury that the competitor has unintentionally violated any of the following regulations or prohibited activities. In the event of a 2nd violation, or if the violation is determined by the Jury to be willful or intentional, the competitor shall be disqualified from the contest. The Contest Jury will rely and act upon the recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters.	The current rule 31.6 is extremely limiting and leaves the Jury little room for dealing with unintentional mistakes and errors on the part of a competitor. Disqualifying a competitor should only happen in the event of repeated issues and for intentional violations by that competitor. Given the time and financial commitment required to participate in our sport, disqualification should not result from unintended or accidental mistakes. Unintended or accidental mistakes should be penalized to send a clear message to competitors regarding consequences of violations but should not be disqualifying.
2022-49	Procedural Penalties (ADDED POST-NATIONALS)	None	13.3.2 (new) First occurrence of Dead Prop Zone penetration, or violation of traffic patterns, or any previously briefed procedure at the competition, below penalties shall be assessed: Category Penalty Sportsman 50 points Intermediate 100 points Advanced 200 points Unlimited 250 points	In the areas of protests and infractions at Nationals 2021, guidance for exact penalties is too broad to be fair and we believe that there are instances where assessing less of a penalty than currently exists is a better way to go. Since there is no specific place in the rule book for U.S Nationals guidance and the Nationals Contest Jury and Chair operate under the rules of competition of the IAC, we were unsure if these changes and additions should go in the Policies Procedures Manual in Section 506, Contest Juries at the IAC Champions hips or in an expanded area of the IAC Contest Rules Section 31 Contest Jury. Perhaps adding to our current rules under which we all operate is the choice. We ask for guidance, please, for the correct placement of the penalties for infractions.

Proposal Number	Synopsis	Current Rule	Change As Proposed	Proposer Change Rationale
2022-50	Chief Judge Disqualification of Competitors (ADDED POST-NATIONALS)	30.5.2 The Chief Judge may disqualify a competitor for unsafe flying if a majority of the Grading Judges agree.	30.5.2 The Chief Judge may recommend to the Jury, disqualification of a competitor for unsafe flying if a judges conference has occurred and a majority of the Grading Judges agree that the competitor was flying recklessly.	Rule 30.5.1 states "The Chief Judge may call an end to a flight for any competitor at any time for unsafe flying". The intent of this rule makes sense and implies that a Chief Judge "knock off" a flight if a competitor is flying in a manner that appears to pose an immediate danger to the competitor or spectators. Rule 30.5.2 is not in line with this. If a competitor were flying in an unsafe manner, why would a Chief Judge allow the competitor to continue flying through a sequence, without being "knocked off"? It seems that this rule is to promote safety and prevent a dangerous situation, however allowing a competitor to finish an unsafe flight only then to be DQ'd doesn't seem to follow the spirit of this intent. Moreover, rule 31.6.1 (j) gives authority to the Contest Jury for competitor disqualification for reckless flying. It does not seem reasonable to allow 2 separate bodies at a contest the authority to independently disqualify a flight, not directly related to an immediate danger during the flight. Disqualification of flights once a flight has been concluded should only be allowed by a majority vote of the Contest Jury, once the compm all of the facts and circumstances have been thoroughly reviewed and considered.
2022-51	Jury Member Selection (ADDED POST-NATIONALS)	31.2 Composition 31.2.1 The Contest Jury will consist of a chairman and at least four (4) additional members. 31.2.2 The Jury Chairman should not hold additional duties as either the Contest Director or Chief Judge. 31.2.3 Alternates may be appointed to replace a jury member, including the Chairman, if a juror is unable to serve.	31.2 Composition 31.2.1 The Contest Jury will consist of a chairman and at least four (4) additional members. 31.2.2 The Jury Chairman should not hold additional duties as either the Contest Director or Chief Judge. 31.2.3 Alternates may be appointed to replace a jury member, including the Chairman, if a juror is unable to serve. 31.2.4 (new) Jury members should come from as many chapters and regions as practical.	To maintain both actual and perceived fairness, if possible the members of the Jury should represent the geographic and chapter breadth of the competitors in attendance.
			31.2.1 The Contest Jury will consist of a chairman and at least four (4) additional members. To the extent possible, jury members shall be selected from various Chapters and/or IAC Regions to minimize any actual or perceived bias of the jury.	Rule 31.2.1 does not explicitly require jury selection to include jurors from represented Chapters/ Regions at a contest. In order to remove any actual or perceived bias from jury decisions, the jury should consist of members from across Chapters and/or Regions.
2022-52	Jury Member Conflicts of Interest (ADDED POST-NATIONALS)	31.5.8 The hearing of the protest will be conducted as follows: (e) The Chairman will question each juror about their impartiality prior to the hearing and will replace any juror who has a conflict of interest. Clarification: An example of a conflict of interest would be a juror competing in the same category of the grievant. In such instances this juror shall recuse himself.	31.5.8 The hearing of the protest will be conducted as follows: (e) The Chairman will question each juror about their impartiality prior to the hearing and will replace any juror who has a conflict of interest.	Rule 31.5.8 (e) is quite ambiguous. It simply states that "The Chairman will question each juror about their impartiality...". E.g. at the U.S. Nationals a competitor was disqualified by the jury. One of the jury members was a competitor in the same category and was not removed from the jury for the decision and voting process. As a direct competitor in the same category, this may have influenced the jurors decision and vote. By loose interpretation of this rule, all that needed to happen was the jurors to say "No, I am impartial. I should stay on the jury". It seems that a reasonable person would agree this is not the intent of this rule and the wording clearly needs to be more direct to prevent further occurrences.
			31.5.8 The hearing of the protest will be conducted as follows: e) The Chairman will question each juror about their impartiality prior to the hearing and will replace any juror who has a conflict of interest. Any jury member competing in the same category as the pilot involved in the protest shall be dismissed before any hearing.	It is inappropriate for a pilot that is in direct competition with a pilot against which a protest has been filed, to serve on the jury that is rendering a decision on that protest. This is clearly a conflict of interest. This situation happened at the 2021 US Nationals in the Intermediate category. It is apparently insufficient to question the jurors about their impartiality and rely on their statement. The IAC membership and the competitors involved deserve a clearly impartial jury process.
2022-53	Appeal to Board of Directors For Jury Behaviour (ADDED POST-NATIONALS)	None	Any participant at a contest, competitor or volunteer, may appeal to the Board of Directors subsequent to the contest if a Jury or Jury members have acted unethically, maliciously or in a manner which disregarded the IAC Rule book or would cast a poor image on the IAC.	The IAC Rule Book provides a framework around contest governance and lays out very specific rules and penalties, primarily related to competition and the competition pilots. We hold our competitors to a high standard and expect them to be the best of the best; they are all there to do their best. While contests cannot be run without volunteers, who are also "doing their best", it seems reasonable that our expectations as an organization is for these volunteers to also act within the guidance of the Rule Book and apply the rules in a fair and reasonable manner. Currently, rule 31.5.9. states "The decision of the Contest Jury is final and may not be protested". This rule gives authority of the Contest Jury to be the final authority, irrespective of proper application of the Rule Book or any other impropriety. There are no checks and balances in place and no pathway for a contest participant to address improper actions taken by the Contest Jury. While I understand that nothing may be done at a contest with such an issue, it seems reasonable that there is a mechanism for these issues to be addressed. The Rule Book allows for grading judges to be removed for reasons of incompetency (rule 30.3.1.), however we have no way to address incompetency of Jurors, who in many ways have more power and authority than a grading judge. If we consider the approach of other organizations, such as ICAS, they have a process in place by way of a Ethics Committee to address similar issues and violations. Part of the IAC Vision Statement is to be "recognized as the premier aerobatic organization" with that in mind, it seems reasonable that we have a pathway to address and act on improper or unprofessional conduct from all participants in a contest.
2022-54	End of Sequence Signaling (ADDED POST-NATIONALS)	14.5.3 If the Flight ends in an inverted orientation, the competitor may execute a half roll to upright prior to signaling.	14.5.3 If the Flight ends in an inverted orientation, the competitor shall execute a half roll to upright and may signal sequence end before or after the half roll to upright. 26.3.1. Hard Zeroes must be given for (e) (new) the last figure of a sequence for any maneuver added after the end of a sequence such as adding a half loop to correct flight from inverted to upright as stated in 14.5.3.	Change from inverted flight to upright flight is only permitted by half roll and no other aerobatic maneuvers such as half loop.

Proposal Number	Synopsis	Current Rule	Change As Proposed	Proposer Change Rationale
2022-55	Penalty for Added Figure After Last Figure in a Sequence (ADDED POST-NATIONALS)	14.5.2 The competitor is expected to signal to indicate the end of the Performance. No penalty shall be incurred if this signal is omitted.	14.5.2 The competitor is expected to signal to indicate the end of the Performance. No penalty shall be incurred if this signal is omitted. Any aerobatic figure flown after the last figure and prior to a distinct signal indicating the end of the sequence will be considered part of the last figure in the sequence which will be given a Hard Zero. This does not apply to level altitude upright turns to exit the box.	Related to 31.6.1 j) Reckless Flying. If a competitor makes a mistake (additional pitching/roll elements at the end of a figure) in the middle of a sequence, it will result in a HZ for that figure and an interruption penalty. The same logic should apply to the last figure in the sequence as it does to a figure internal to the sequence. Given the lack of this rule, the Intermediate Chief Judge at the 2021 US Nationals elected to disqualify a competitor for adding a 1/2 loop down after the last figure was completed, prior to any signal that the sequence was completed (end of sequence signaling is the pilot's option). The rule invoked for the disqualification was 31.6.1.j) Reckless flying. There was nothing more dangerous about what happened on the last figure in this sequence than if had it occurred in the middle of the sequence. If we were to interpret all figures in a sequence as the Chief Judge did, we would have to address these same kinds of mistakes for all pilot actions internal to a sequence. This is not feasible nor reasonable. The intent of 31.6.1 j) is to penalize flagrant hot dogging and truly unsafe flying. Neither of these apply in this instance. The competitor filed a protest which was upheld by the jury and the disqualification was overturned but anger, frustration and hard feelings were created. This new rule will avoid putting the Chief Judge in a position where disqualification is inappropriate but other options are limited.
2022-56	Eliminating Conflict of Interest Protests (ADDED POST-NATIONALS)	31.5.1 Competitors and judges are eligible to submit a protest to the Contest Jury for consideration and possible action.	31.5.1 Competitors and judges (grievant) are eligible to submit a protest to the Contest Jury for consideration and possible action. A competitor (grievant) filing protest against another competitor flying in the same category may only file protests related to the Free Program legality (design compliance) per 23.7.1 and 31.4.	It is a direct conflict of interest for a grievant competitor to file a protest against a competitor flying in the same category, when the outcome of that protest will directly harm the competitor and improve the grievant's competitive standing. Protests related to non-compliance of a Free Program design is legitimate as it enforces compliance with competition rules and improves fair competition. Other protests such as for (or against) low calls, boundary penalties, dead line infringements, safety issues, etc... should be excluded from submission by direct competitors but may be brought by others that are not direct competitors. These other protests should be addressed by the judges, chief judges, boundary judges, the CD and / or the Safety Director.
2022-57	Technical Inspection of Repairs to Aircraft (ADDED POST-NATIONALS)	None 5.3.5 Repairs and Modifications: If the Technical Committee has doubts about a repair or modification on an airplane they are unfamiliar with, they should determine the repair/modification is in compliance with applicable FARs and is properly documented in the aircraft records. If such determination is made, the aircraft must be allowed to participate in the contest.	5.3.5 Inspection of Repairs to Aircraft The Technical Committee will not reject a repaired aircraft for participation in a contest if a repair has been made by a holder of an Airframe and Powerplant Mechanic's license and an appropriate entry has been made in the aircraft's logbook(s). Repairs can be rejected for non-compliance with a manufacturer's guidance if that guidance is contained in pre-existing written material from the manufacturer, such as a maintenance manual, service bulletin, or FAA Advisory Circular or Airworthiness Directive.	Contestants need to know before arriving at a contest if repairs to their aircraft will be rejected. Technical inspectors should not reject the repairs made by qualified A&P's and which have been properly entered into the aircraft logbook. Technical inspectors should be allowed to review whether a repair complies with manufacturer's guidance, but that guidance should be available to a contestant before arriving at the contest. Repairs should not be rejected because of previously unwritten guidance from the aircraft's manufacturer. Without this rule, contestants will have no way of knowing in advance whether their aircraft will be acceptable to the technical committee.
2022-58	Define & Expand Safety Checks (ADDED POST-NATIONALS)	14.3.1 Competitors have the option of performing two half rolls from upright with a reasonable hesitation at inverted to check safety belts and inverted fuel and oil systems. 14.3.2 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. 14.3.3 If the Safety Check does not conform to these rules, the competitor shall receive an Interruption Penalty. Table from P&P 503.4.2.3: 	14.3.1 Competitors in all categories have the option of performing two half rolls from upright with a reasonable hesitation at inverted and to porpoise the aircraft to check safety belts and inverted fuel and oil systems. This Safety Check 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. 14.3.2 Competitors in the Advanced and Unlimited categories have the additional option of performing a safety check from the table below: If flown, these figures may only be flown once, in any order unless a figure starting inverted is used (see below), and continuously on the same axis. They must be flown inside the aerobatic box. When flown, a figure from Family 5 or 8 that starts inverted shall be inserted after the first half roll. In that case, if the figure is one that finishes positive, the second half roll is not flown. (Insert the chart of Aresti figures that is in P&P 503.4.2.3 here.) 14.3.3 Should any of the safety maneuvers be flown below the minimum altitude for the category flying, as determined by a simple majority of the judges, the competitor will receive a LOW penalty in accordance with IAC rules. If the Safety Check does not conform to these rules, the competitor shall receive an Interruption Penalty.	We need to make it clear that these figures for Advanced and Unlimited are not "Safety and Practice Maneuvers, as documented in P&P 503 Rev 39 but are indeed "Safety Checks" as we refer to them in the Rule Book. Advanced and Unlimited competitors may face a negative 8g to 10g push on the first figure in an Unknown (reference Unlimited Unknown II at this year's Nationals). A simple 1/2 roll with porpoising is insufficient to test the belts for a push this hard, nor to enable the competitor to "get another click" on the belt under high positive g as these safety figures do. This rule should apply to ALL contests, not just Nationals. We need to update P&P 503 accordingly and change the title of paragraph 503.4.2.1 to "Optional Safety Checks". It's not clear that this needs to be covered in P&P503 as a general rule change to 14.3.2 would cover Nationals as well. The competitors are not required to do these but should have the option.

Proposal Number	Synopsis	Current Rule	Change As Proposed	Proposer Change Rationale																																																																													
2022-59	Privacy of Medical Information (ADDED POST-NATIONALS)	4.3.3 Competitors must meet legal medical requirements appropriate for their aircraft. Exception: This requirement is waived if the competitor flies with a Safety Pilot who is legally qualified to act as Pilot-in-Command. 31.6 Disqualification of Competitors 31.6.1 A competitor shall be disqualified if it is determined by the Contest Jury that the competitor has violated any of the following regulations or prohibited activities. The Contest Jury will rely and act upon the recommendations of the Contest Director, Chief Judge, Grading Judges, Safety Officer and Technical Committee in these matters. m) Medical condition - sudden unpredictable deterioration in physical condition which renders further aerobatic flight unsafe shall require immediate cessation of that flight. Preventable physical incapacitation shall be grounds for disqualification for that flight.	Clarify in the rulebook that contest directors and medical directors shall not ask for private medical information nor withhold contest entry if such is not provided. The rules presently only require a valid medical. There is nothing in the rules related to the IAC determining physical ability to fly. However, contest officials are taking it upon themselves to make medical determinations and ground capable pilots. If a contestant shows obvious physical impairment the contestant should be counseled. But determining physical ability to fly for some competitors, but not all, puts the IAC at risk. Imagine the lawsuit if someone with a slight impairment (or even no visible impairment) crashes and fingers are pointed at the IAC for allowing them to fly. We now have documented evidence that the IAC is willing to accept the responsibility for determining physical capacity to fly. It also allows for capricious and arbitrary exclusion of individuals from competition.	At the 2021 US national aerobatic championships a competitor was required to provide information about confidential conversations with their AME and physician, and/or to provide a written clearance letter from a physician (the story and demands changed throughout the discussions) for a physical condition based solely on rumor and innuendo largely from competitors in the same category. The competitor showed absolutely no physical impairment or evidence of inability to fly. The competitor performed a practice flight in front of the assistant medical director for the contest who informed the contest director they were able to fly. And yet, the contest Director grounded the competitor solely based upon a directive from the medical Director who wasn't even present at the contest but was being consulted by telephone. This in spite of several other competitors with obvious physical maladies – one wearing an ankle boot, one with stitches in his head from an obvious head injury, and one who had been posting about a broken ankle on social media for a month – none of them were subjected to these requirements. Ultimately the competitor did provide confidential medical information, was allowed to fly, and they believe their contest performance shows tjeey were fully capable of flying. But there was no reason for the contest director's behavior, nor the medical director's behavior in the grounding. It was embarrassing as a contestant and should be embarrassing to the IAC as an organization. Contestants shouldn't have to make those decisions or have that stress shortly before challenging competition flights (would add that the contest Director waited until less than 12 hours before the Known flight to inform the competitor they were grounded.)																																																																													
2022-60	Snap Rolls in Intermediate (ADDED POST-NATIONALS)	37.2.25 Sub-Family 9.9 Positive Flick (Snap) Rolls <table border="1"> <thead> <tr> <th></th> <th></th> <th>½</th> <th>¾</th> <th>1</th> <th>1¼</th> <th>1½</th> </tr> </thead> <tbody> <tr> <td>9.9.1</td> <td></td> <td>15K U</td> <td>15K U</td> <td>15K U</td> <td></td> <td></td> </tr> <tr> <td>9.9.2</td> <td></td> <td>13K AU</td> <td></td> <td>13K AU</td> <td></td> <td></td> </tr> <tr> <td>9.9.3</td> <td></td> <td>11K AU</td> <td></td> <td>11K I²AU</td> <td></td> <td>14K AU</td> </tr> <tr> <td>9.9.4</td> <td></td> <td>11K AU</td> <td></td> <td>11K AU</td> <td></td> <td>14K U</td> </tr> <tr> <td>9.9.5</td> <td></td> <td>11K AU</td> <td>11K AU</td> <td>11K U</td> <td></td> <td></td> </tr> <tr> <td>9.9.6</td> <td></td> <td>17K U</td> <td>17K U</td> <td>17K U</td> <td></td> <td></td> </tr> <tr> <td>9.9.7</td> <td></td> <td>15K U</td> <td></td> <td>15K U</td> <td></td> <td></td> </tr> <tr> <td>9.9.8</td> <td></td> <td>13K U</td> <td></td> <td>13K U</td> <td></td> <td></td> </tr> <tr> <td>9.9.9</td> <td></td> <td>13K U</td> <td></td> <td>13K U</td> <td></td> <td></td> </tr> <tr> <td>9.9.10</td> <td></td> <td>13K AU</td> <td>13K U</td> <td>13K U</td> <td></td> <td></td> </tr> </tbody> </table> <p>1) Only at the apex of a Looping Line.</p>			½	¾	1	1¼	1½	9.9.1		15K U	15K U	15K U			9.9.2		13K AU		13K AU			9.9.3		11K AU		11K I ² AU		14K AU	9.9.4		11K AU		11K AU		14K U	9.9.5		11K AU	11K AU	11K U			9.9.6		17K U	17K U	17K U			9.9.7		15K U		15K U			9.9.8		13K U		13K U			9.9.9		13K U		13K U			9.9.10		13K AU	13K U	13K U			Please revise the Rulebook according to the original intent: Amend the note 1) on page 72 at the bottom of the allowable Snap roll figures to read: 1) Only at the apex of a Looping line (add) as described in 27.12. 2) Remove the erroneous footnote '1' on the '1' (designating Intermediate) in the Allowable figures section of 37.2.10 – Half Loops for all figures (7.2.1.1, 7.2.1.4, 7.2.2.1, 7.2.2.4, 7.2.3.2, 7.2.3.3, 7.2.4.2 and 7.2.4.3) in this block of figures. That sub-note specifies that snaps are not allowed on the lower lines, this might infer that that they are allowable on the upper lines. 3) Please review and amend any and all other notes in the Intermediate allowable figures section accordingly.	As proposed last year: "RP2020-03 Eliminate most snap rolls from Intermediate Knowns and Unknowns Proposed Change: Please consider allowing only Figure 9.9.3.4, an inside snap roll at the apex of a looping figure from Family 7 or Family 8, in intermediate Knowns and Unknowns. This can be done by removing Fig.9.9.2.2 from the Allowable Figures For Power Unknowns (Intermediate) and adding the following: "Note: 9.9.3.4 can only be used on designated family 7 and 8 figures at the apex of the loop." Please note this says at the apex of the loop! The intent of the proposal, was (that should have been clear from the terminology), that Snaps are only acceptable at the apex OF a loop not at the termination of a looping line. The intent was for Snaps to be only on "Avalanche" type figures (such as on a full loop and a select number of 'P' loops like in figure one of the 2021 Intermediate Known where the energy of the plane was 'falling', and not attempting to maintain horizontal or 45 flight after the Snap. At the 2021 US Nationals, the Intermediate Unknown had a full snap (9.9.3.4) at the termination of a half loop up (7.2.1.1). This figure was clearly not within the intent of the 2020 approved rule. I argued (without success and without formal protest) that this figure was illegal based on my 2020 intent. That discussion was not promising, so I left it to more structured process to proceed with my protest of this unfortunate misinterpretation of the 2020 intent. At the time of implementation of this rule change, full Snaps (9.9.3.4) in Intermediate were allowable on straight horizontal line (1.1.1.1) from upright to upright. Why in world would a rule intended remove that allowable figure now allow such a Snap from Inverted to Inverted on (1.1.1.2)? The intent of the 2020 was for AVALANCHE type maneuvers (i.e. the APEX OF a looping line) not for figures that ended AT the TERMINATION of a looping line. The rules committee clearly mis-incorporated the intent of the approved rule proposal.
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9.9.6		17K U	17K U	17K U																																																																													
9.9.7		15K U		15K U																																																																													
9.9.8		13K U		13K U																																																																													
9.9.9		13K U		13K U																																																																													
9.9.10		13K AU	13K U	13K U																																																																													
2022-61	Selection of Judges (ADDED POST-NATIONALS)	11.3.1 The Contest Director shall appoint judges who appear on the IAC Current Judges List	11.3.1 The Contest Director shall appoint judges who appear on the IAC Current Judges List. To the extent possible, judges shall be selected from various Chapters and/or IAC Regions to minimize any actual or perceived bias on the judges line.	Rule 11.3.1 does not explicitly require judge selection to include judges from represented Chapters/ Regions at a contest. We all understand the need for more judges and many contests are simply "staffing" with the volunteers they have available. However, in contest scenarios where a potential judging pool has members from across Chapters and/or Regions (and fortunately there are still some), efforts should be made to not select judges only from one geographical area. This will help to minimize any actual or perceived bias on the judges line.																																																																													
2022-62	Wind Limits (ADDED POST-NATIONALS)	12.4 Wind Limits 12.4.1 Flight will not be conducted if the steady wind velocity at the surface exceeds 25 knots from any direction. 12.4.2 Flight will not be conducted if the crosswind component for the active runway exceeds: a) 15 knots for Primary or Sportsman flights; or b) 20 knots for Intermediate, Advanced or Unlimited flights.	12.4 Wind Limits Note: Gusts of 15 knots or greater shall be added to the steady state wind. For example, 10 gusting to 20, would be a 10 knot gust and therefore not included in the steady state wind. 10 gusting to 25 is a 15 knot gust and therefore is included in the steady state wind. 12.4.1 Flight will not be conducted if the steady wind velocity at the surface exceeds 25 knots from any direction. 12.4.2 Flight will not be conducted if the steady crosswind component for the active runway exceeds: a) 15 knots for Primary or Sportsman flights; or b) 20 knots for Intermediate, Advanced or Unlimited flights.	For 12.4, gusts are currently not incorporated and excessive gusts should be considered for safety. For 12.4.2, added word "steady" to provide commonality to 12.4.1 and for clarification.																																																																													